



U.S. Department
of Transportation
**Federal Aviation
Administration**



SDR

Service Difficulty Reporting

January 11, 1998 - January 17, 1998

Summary

AIR CARRIER, ZAC-326

You can improve Air Safety by reporting the problem when you see it!

SECTION

- I Significant Occurrence Report
- II Domestic Service Difficulty Report
- III International Service Difficulty Report
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- V Index By Aircraft Make and Model
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ISSUE: 98-03



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SDR SUMMARY

Air Carrier, ZAC-326



This summary includes domestic (United States) Service Difficulty Reports (SDRs) (which are the same as mechanical reliability reports or MRRs) entered into the data base for aircraft weighing over 12,500 lbs. All helicopter are excluded from this report (see the General Aviation SDR Summary, ZAC-327). A separate section for International SDRs for aircraft weighing over 12,500 lbs. has also been included. Under a data exchange agreement, International SDRs are submitted to the FAA by the Civil Aviation Authority of other countries (currently, Canada - CAN, and Australia - AUS). All reports are sorted by aircraft make, model group (basic model), and Joint Aircraft System/Component (JASC) code. Within each aircraft model group, the specific model shown may vary, but similar types of reports will be grouped together and listed in ascending order by their JASC code. Each field contains all information submitted to the FAA. Some fields are not included in order to make the summary easier to read. Reports of significance are highlighted with a star border. Additional information may be obtained by referring to the "operator control number." Send your request to the Aviation Data Systems Branch, AFS-620 at the address or phone below.

The Regulatory Support Division (AFS-600) has established a "HomePage" on the Internet through which the same information is available. There is a large quantity of other information available through the AFS-600 HomePage such as the most current SDR system codes (i.e., Joint Aircraft System\Component Codes). The SDR Question and Answer Section of the Summary will also be transferred to the AFS-600 HomePage to simplify the process of preparing the SDR Summaries in the PDF format each week. There are "hot buttons" to take you to other locations and sites where FAA Flight Standards Service Information is available. The AFS-600 "HomePage" address is:

<http://www.mmac.jccbi.gov/afs/afs600>

“The Service Difficulty Reports in this publication are derived from unverified information submitted by the aviation community without FAA verification for accuracy. The number of SDRs submitted is not an indication of the mechanical reliability or fitness of an airline or individual operator, and the information should not be used as such.”

Comments are welcomed and may be directed to:

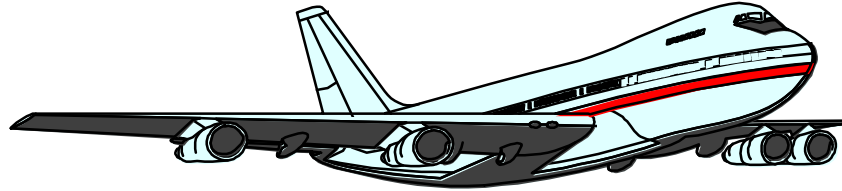
*Federal Aviation Administration
Aviation Data Systems Branch, AFS-620
P.O. Box 25082
Oklahoma City, OK 73125-5029
Phone: (405) 954-4171, Fax: (405) 954-4748*

Your continued participation is essential and is an integral part of ensuring aviation safety. Thank you for supporting the Service Difficulty Program! If you have any questions regarding this special notice you can contact John Jackson at (405) 954-6486, or Jim Gillespie at (405) 954-1141, or Blake McDonald at (405) 954-0307 in the Aviation Data Systems Branch (AFS-620). Their E-mail addresses are:

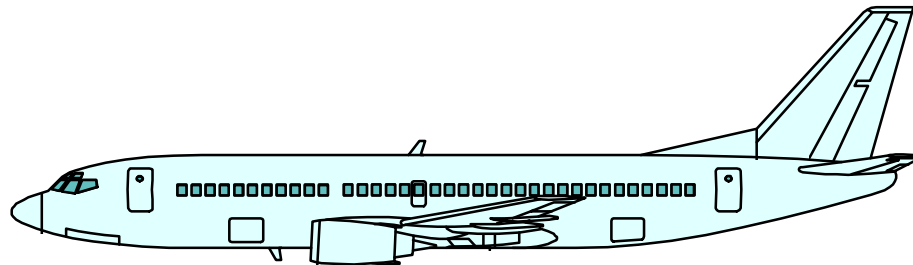
john_e_jackson@mmacmail.jccbi.gov

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SIGNIFICANT OCCURRENCE REPORT





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THE SIGNIFICANT OCCURRENCE REPORT



The Significant Occurrence Report is a compilation all of the star bordered reports that appear in the Air Carrier Service Difficulty Report (SDR) Summary, ZAC-326. The Significant Occurrence Report is used to highlight industry problem areas to field inspectors and the aviation public.

Limited analysis is performed by the Aviation Data Systems Branch, AFS-620 during the preparation of the "Significant Occurrence Report", which is generated each week and is included in the front of the Air Carrier SDR Summary. Significant Reports are hand selected by AFS-620's inspectors based on the individual merit of each report. The criteria for selection includes, but is not limited to, items that indicate high failure rates; items related to accidents or incidents; or design or maintenance failures which may affect the safe operation of the aircraft.

In some cases, this limited analysis of SDR data leads to the preparation of information bulletins which are routed to the appropriate product certification office for further investigation of the problem. The end result may be the issuance of an airworthiness directive (AD) by the Aircraft Certification Service (AIR) if warranted.

The Significant Occurrence Report (section I) of the weekly SDR Summary is not intended to be a summary of all significant events and should not be used as such. We recommend that you review further the applicable sections of the SDR summary that may be of interest.

Immediately following the Significant Occurrence Reports is the Significant Occurrence Report Index. This index provides a historical perspective to the selected Significant Occurrences Reports, and can be useful in helping to identify potential trends. All SDR's with the same part number are compiled; sorted by year and aircraft model; and then the totals are calculated for each part number. Remember, the index includes part numbers of the suspect "Part" causing the problem, only if the part number is provided in the current week's star bordered SDR's.

SIGNIFICANT OCCURRENCE REPORT

1/11/98 - 1/17/98 ISSUE: 98-03 ZAC-326

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
7310			LYC		LYC	FUEL MANIFOLD	CRACKED		10/8/94
			ALF502R5		200381017	216362036	NR1 ENGINE		CA941018012
*****	(CAN) AIRCRAFT HAD FIRE INDICATION ON NR1 ENGINE SHORTLY AFTER TAKEOFF. ENGINE WAS SHUT DOWN & FIRE EXTINGUISHER ACTIVATED. LANDING WAS UNEVENTFUL. MAINTENANCE DISCOVERED SOURCE OF PROBLEM AS BLUE DISCOLOURING EVIDENT AT 10 O'CLOCK POSITION ON THE FUEL MANIFOLD WHICH WAS CONFIRMED THROUGH FLUORESCENT PENETRANT INSPECTION (NDT) AS A CRACKED FUEL MANIFOLD. MANIFOLD REPLACED & CHECKED SERVICEABLE & AIRCRAFT RETURNED TO SERVICE.								
3610	50MG	AMD				VALVE	MISWIRED		12/9/97
UO2R	507	FALCON200				BYLB504231	BLEED VENTURI		98ZZX169
*****	AIRCRAFT HAD A DEFECTIVE VENTURI VALVE (19H). ORDERED AND INSTALLED AN OVERHAULED VALVE. THIS VALVE DID NOT WORK. THE OPEN INDICATION MICROSWITCH IS WIRED INCORRECTLY AND THERE IS ALOT OF PLAY ON THE BUTTERFLY DRIVE ASSEMBLY. ORDERED AND INSTALLED ANOTHER VALVE FROM DIFFERENT VENDOR. WORKED OK. THE OVERHAUL MANUAL FOR THIS VALVE HAS SEVERAL ERRORS IN IT ALSO.								
7120	410DA	BOEING	PWA			NUT	MISSING		1/9/98
DALA	21222	727232	JT8D15			BACN10JC12	NR 1 ENGINE		DL72K980064
*****	FOUND DURING C-1 CHECK, UPPER ENGINE MOUNT CONE BOLT NUT MISSING AND BOLT BACKED OUT ABOUT .25 INCH. LOWER ENGINE MOUNT CONE BOLT NUT LOOSE, NO TORQUE STRIPS. DROPPED ENGINE AND REPLACED CONE BOLTS REF TRANS 4T216, OPN 5130, ERA 279520-14, SI 4-72242-12.								
3020	5WM	BOEING	PWA			ANTI ICE LINE	LOOSE		11/7/97
P2EA	22629	737297	JT8D17				NR 1 ENGINE		P2EA97073
*****	MCI - FLT 101 - NO EMERGENCY DECLARED. LANDING UNEVENTFUL. AT APPROXIMATELY 1,000 FEET AGL WHEN ENGINE ANTI-ICE WAS TURNED ON, LEFT THROTTLE WENT TO FULL FORWARD. IN ADDITION, WHEN DEPLOYING THRUST REVERSERS AFTER LANDING, LEFT ENGINE INDICATED AT LEAST 1.8 EPR IN THE FIRST DETENT. RIGHT ENGINE WAS INDICATING NORMAL AT 1.3 EPR. FOUND NR 1 ENGINE NOSE COWL ANTI-ICE LINE OFF OF VALVE. WHEN ENGINE ANTI-ICE WAS TURNED ON, THE LINE PUSHED ON THROTTLE LINKAGE ADVANCING THROTTLE. RECONNECTED ANTI-ICE LINE, RAN ENGINE, NO LEAKS NOTED. SYSTEM CHECKS GOOD. (X)								
2215	365ES	CESSNA				CABLE	MISROUTED	489	12/19/97
LJEA	17280023	172R					AUTOPILOT		98ZZX163
*****	DURING ROUTINE INSPECTION, FOUND AUTOPILOT SERVO CONTROL CABLE WRAPPED AROUND RT AILERON CONTROL CABLE. MM DOES NOT SHOW THESE CABLES CROSSED. INSPECTED CABLES FOR DAMAGE AND POSITIONED PROPERLY. AIRCRAFT WAS DELIVERED FROM THE MANUFACTURER WITH THIS CONDITION.								
2612	804AX	DOUG	PWA			FIRE LOOP	DISCONNECTED		1/8/98
ABXA	45987	DC862	JT3D3B			CA3106KE10SL4S	NR 1 ENGINE		ABXA9800014
*****	DURING CRUISE, ENG FIRE WARNING MASTER LIGHT AND BELL ACTIVATED MOMENTARILY. UNABLE TO DETERMINE WHICH ENGINE CAUSED PROBLEM. FUEL FLOW ON NR 3 ENGINE INCREASED APPROXIMATELY 700 PPH. SHUT DOWN NR 3 ENGINE, WITH ENGINE WINDMILLING, N1 WAS 26.5 PERCENT, N2 WAS 41.1 PERCENT AND OIL PRESSURE WAS 36 PSI. GROUND RAN NR 3 ENGINE. FUEL FLOW OPS CHECKED NORMAL. INSPECTED FIRE WARNING SYSTEMS ON ALL FOUR ENGINES. FOUND WIRE DISCONNECTED ON FIRE LOOP ON NR 1 ENGINE ABOVE DIFFUSER CASE. RECONNECTED WIRE, NO DISCREPANCIES NOTED ON NR 2 , 3 AND 4 ENGINES. FIRE WARNING SYSTEM OPS CHECKED GOOD.								
2450	614FE	DOUG				WIRING	FIRE		1/7/98
FDEA	48528	MD11F					CARGO COMPT		98FDEA00012
*****	CENTER CARGO COMP NR 4L ROLLER INOP., PAP5 C/B. REMOVED FLOOR BOARDS, FOUND THE WIRING, UNDER THE FLOOR HAD A FIRE. WIRING WAS BURNED UP, ALSO BELLFRAME HAD HOLE BURNED THRU FRAME AT STA 1641, BETWEEN LONG 47 AND 48. NOTED ON N/R'S 02 AND 24, DURING B-CHECK MAINT REMOVED DAMAGED AREA, VERIFIED ALL DAMAGE REMOVED EDDY CURRENT INSPECTED AREA. NO INDICATIONS OF CRACKS NOTED. INSTALLED DOUBLER PER SRM 53-30-00, ITEM 2. WIRING PROBLEM: SPLICED WIRES PER WIRING DIAGRAM 25-52-06, OPS. CHK OF LOADING SYSTEM FOUND NORMAL, PER M/M 25-50. SIGNED OFF MACH ITEM 25-50/2769. RELEASE A/C 1-7-98.								
5610	555GB	SWRNGN				WINDSHIELD	SHATTERED		11/22/97
MEJA	AT439B	SA227AT				2621126906	RT COCKPIT		98ZZX215
*****	ALB/ROC - WHILE IN CRUISE, THE COPILOT'S OUTER FRONT WINDSHIELD SHATTERED AND A LOUD 'POP' WAS HEARD. THE CRACKS WERE LARGE AND DID NOT BEGIN IN ANY CENTRALIZED AREA AND THE INNER PANE WAS STILL INTACT. THE AIRCRAFT LANDED WITHOUT FURTHER INCIDENT AND NO EMERGENCY WAS DECLARED. MAINTENANCE INSPECTED THE AIRCRAFT AND IT WAS FOUND SAFE FOR A FERRY FLIGHT TO SAT FOR REPAIRS. MAINTENANCE AT SAT REMOVED AND REPLACED THE RIGHT WINDSHIELD AND THE HEAT OPERATIONS CHECK WAS GOOD. AIRCRAFT WAS RETURNED TO SERVICE.								

(End of SIGNIFICANT OCCURRENCE REPORT)

***** DENOTES SIGNIFICANT OCCURRENCE

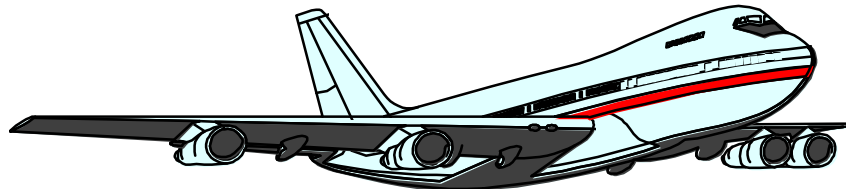
Run Date: 22-Jan-98

FEDERAL AVIATION ADMINISTRATION
SIGNIFICANT OCCURRENCE REPORT INDEX

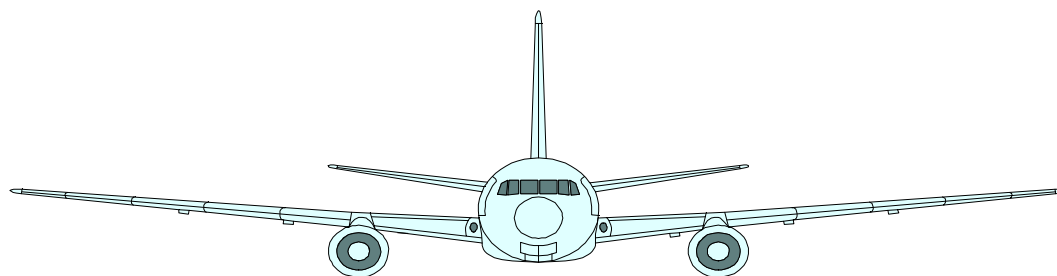
Showing Specific Part Numbers and Aircraft Model by Year

FOR THE PERIOD OF: 1/11/98 To 1/17/98

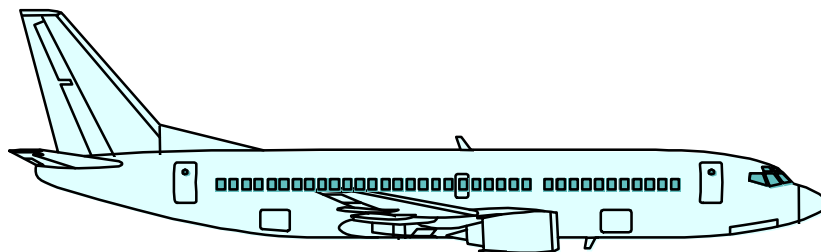
<u>PART NUMBER</u>		<u>TOTAL</u>	<u>YEAR</u>											
<u>PART NAME</u>	<u>ACFT MODEL</u>		<u>1987</u>	<u>1988</u>	<u>1989</u>	<u>1990</u>	<u>1991</u>	<u>1992</u>	<u>1993</u>	<u>1994</u>	<u>1995</u>	<u>1996</u>	<u>1997</u>	<u>1998</u>
216362036														
FUEL MANIFOLD	BAE146100A	1	-	-	-	-	-	-	-	-	1	-	-	-
	BAE146200A	1	-	-	-	-	-	-	-	1	-	-	-	-
	unknown	1	-	-	-	-	-	-	-	-	-	-	-	1
FUEL MANIFOLDS	BAE146300A	1	-	-	-	-	-	-	-	1	-	-	-	-
MANIFOLD	BAE146100A	1	-	-	-	-	-	-	-	-	1	-	-	-
	BAE146200A	1	-	-	-	-	-	-	-	-	1	-	-	-
TOTAL of # 216362036 -----		6	-	-	-	-	-	-	-	2	3	-	-	1
2621126906														
WINDSHIELD	SA227AT	1	-	-	-	-	-	-	-	-	-	-	-	1
TOTAL of # 2621126906 -----		1	-	-	-	-	-	-	-	-	-	-	-	1
BACN10JC12														
NUT	727232	1	-	-	-	-	-	-	-	-	-	-	-	1
TOTAL of # BACN10JC12 -----		1	-	-	-	-	-	-	-	-	-	-	-	1
BYLB504231														
VALVE	FALCON200	1	-	-	-	-	-	-	-	-	-	-	-	1
TOTAL of # BYLB504231 -----		1	-	-	-	-	-	-	-	-	-	-	-	1
CA3106KE10SL4S														
FIRE LOOP	DC862	1	-	-	-	-	-	-	-	-	-	-	-	1
TOTAL of # CA3106KE10SL4S -----		1	-	-	-	-	-	-	-	-	-	-	-	1
TOTAL for ALL (10) PART NUMBERS: ----		10	-	-	-	-	-	-	-	2	3	-	-	5
END OF SIGNIFICANT OCCURRENCE REPORT INDEX														



DOMESTIC



SERVICE DIFFICULTY REPORT



DOMESTIC SERVICE DIFFICULTY REPORT SUMMARY**1/11/98 - 1/17/98 ISSUE: 98-03 ZAC-326**

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
3231 SIMA	142DD 040	AEROSP ATR42300				RETRACT MECH	MALFUNCTIONED LT MLG DOOR	12/21/97	SIMA973551
ORD - FLT 4061 - DURING TAKEOFF, CREW REPORT THAT LT MAIN GEAR WILL NOT RETRACT. ACCOMPANIED BY THE UPPER AND LOWER PANEL LT GEAR IND. CREW RETURNED ORD SAFELY. ADJUSTED LEFT MAIN GEAR DOOR, RETRACTION CHECK GOOD. AIRCRAFT RETURNED TO SERVICE. (M)									
3234 SIMA	142DD 040	AEROSP ATR42300				SELECTOR HANDLE F96GA0102	FAILED LANDING GEAR	12/20/97	SIMA973541
DFW - FLT 4050 - AFTER TAKEOFF, LANDING GEAR WOULD NOT RETRACT. RAI LANDING GEAR CONTROL RETRACTION CHECK GOOD. A/C WAS RETURNED TO SERVICE. (M)									
3260 SIMA	144DD 074	AEROSP ATR42300				WIRE	BROKEN LANDING GEAR	12/26/97	SIMA973603
LANDING GEAR INDICATION SYSTEM ONE INOP. INSPECTED AND FOUND A BROKEN WIRE TO PIN E ON GEAR SELECTOR VALVE. REPAIRED WIRE, OPS CHECK GOOD. AIRCRAFT RETURNED TO SERVICE. (M)									
5320 SIMA	262AT 0262	AEROSP ATR42300				THRESHOLD S2541003900000	CORRODED LAVATORY	12/18/97	SIMA973511
SAW - DURING CPCP-4 INSPECTION, MAINTENANCE DISCOVERED THE LAVATORY THRESHOLD CORRODED OUT OF LIMITS AT FRAME 39. MAINTENANCE REMOVED AND REPLACED THRESHOLD IAW SRM 51-25-02. AC WS RETURNED TO SERVICE. (M)									
2913 SIMA	348AE 349	AEROSP ATR72212				HYD PUMP 4019501	FAILED GREEN HYD SYSTEM	12/26/97	SIMA973601
DFW - FLT 3737 - AFTER TAKEOFF, NOSE GEAR FAILED TO RETRACT TO THE UP AND LOCKED POSITION. FLIGHT RETURNED TO DFW AND LANDED WITHOUT INCIDENT. REPLACED GREEN SYSTEM HYDRAULIC PUMP. EXTENSION AND RETRACTION CHECKS WERE SATISFACTORY COMPLETED. A/C RETURNED TO SERVICE. (M)									
3350 SIMA	529AM 529	AEROSP ATR72212				PANEL 3012630	FAILED COCKPIT	11/26/97	SIMA973303
ORD - FLT 4310 - EMERGENCY LIGHTS WILL NOT STAY ON. REPAIRED F/A PANEL IAW ATR MM. OPS CHECK GOOD. AIRCRAFT RETURNED TO SERVICE. (X)									
2520 AALA	14065 508	AIRBUS A300B4605R				RUB STRIP	BROKEN PAX DOOR	12/7/97	AALA972309
LHR - FLT 147 - DOOR 1L TRIM ON INSIDE CAME LOOSE AND WAS FLAPPING ON OUTSIDE OF AIRCRAFT. RETURNED FOR OVERWEIGHT LANDING 341000 LBS TOUCH DOWN SMOOTH, LESS THAN 300 MIN SINK. FOUND TEFLON RUB STRIP PARTIAL BROKEN AND FLAPPING ON A/C. SEAL GLUED. DOOR OPERATION CHECKED AND FOUND NORMAL (DOOR 1L). (M)									
5210 P8NA	862PA 211	AIRBUS A300B4203				DIAPHRAGM 7012946200	LEAKING L-1 DOOR	12/21/97	98ZZZM77
SJU - FLT 71 - DURING SERVICE CHECK, FOUND L-1 DOOR EMERGENCY OPERATION DAMPER PRESSURE AT ZERO. REPLACED DIAPHRAGM IN PRECUSSION MECHANISM AND SERVICED IAW AMM 52-10-14. OPERATIONAL AND LEAK CHECK GOOD. AIRCRAFT RETURNED TO SERVICE. (M)									
5230 AALA	80057 465	AIRBUS A300B4605R				BEAM	CORRODED CARGO DOOR	11/19/97	AALA972217
TUL - FOUND CORROSION ON LOWR DOOR BEAM FROM FRAME 2070 25A. CORROSION REMOVED AND DOUBLERS INSTALLED PER ESO 30595 DATED 11-19-97. (M)									
5311 AALA	14053 420	AIRBUS A300B4605R				FRAME	CORRODED CARGO COMPT	12/11/97	AALA972402
TUL - HEAVY CORROSION ON FRAME NR 25 UNDER ROLLER TRAY NR 3. INSTALLED NEW TOP CAP BEAM SECTION AS PE SRM 53-10-15. (M)									

DOMESTIC SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

1/11/98 To 1/17/98 ISSUE: 98-03 ZAC-326

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5313 AALA	14053 420	AIRBUS A300B4605R				STRINGER	CORRODED FUSELAGE		12/15/97 AALA972463
TUL - STRINGER 49L HAS CORROSION FORWARD SIDE AT STATION FRAME 59. REPAIRED STRINGER PER SRM 53-10-14 PAGE 203-204. ALODINED, PRIMED AND PAINTED PER SRM 51-25-10. (M)									
5313 AALA	14053 420	AIRBUS A300B4605R				STRINGER 4016564	CORRODED FUSELAGE		12/15/97 AALA972464
TUL - FOUND CORROSION ON STRINGER 48 LEFT. REPLACED SECTION OF STRINGER AT FRAMES 70 AND 71, STRINGER 48L PER SRM 51-72-10. (M)									
5320 AALA	14053 420	AIRBUS A300B4605R				SUPPORT	CORRODED BS 1091		12/8/97 AALA972358
TUL - FOUND CORROSION ON SUPPORT AT 'A' LAV. REPLACED SUPPORT PER SRM 51-72-10. (M)									
5320 AALA	14053 420	AIRBUS A300B4605R				BEAM	CORRODED BS 1161		12/8/97 AALA972357
TUL - FOUND CORROSION ON BEAM BETWEEN SEAT TRACKS 8 AND 9. REPLACED BEAM PER SRM 51-72-10. (M)									
5320 AALA	14053 420	AIRBUS A300B4605R				SUPPORT	CORRODED CARGO COMPT		12/10/97 AALA972441
TUL - FOUND CORROSION ON 'T' ANGLE SUPPORT UNDER NR 1 ROLLER TRAY. SPLICED IN NEW TOP CAP PER SRM 53-10-15, ALODINE, PAINT PER SRM 51-75-10. (M)									
5320 AALA	14053 420	AIRBUS A300B4605R				SUPPORT	CORRODED CARGO COMPT		12/8/97 AALA972355
TUL - ROLLER TRAY SUPPORT AT NR 6 TRAY IS CORRODED. REPAIRED ROLLER TRAY SUPPORT PR SRM 53-10-15. (M)									
5320 AALA	80052 460	AIRBUS A300B4605R				MOUNT	CORRODED LAVATORY		11/14/97 AALA972168
TUL - CORROSION BEYOND LIMITS UNDER L LAVATORY. REMOVED AND REPLACED TRACK SECTION PER SRM 51-72-10. (M)									
5320 AALA	80057 465	AIRBUS A300B4605R				SUPPORT	CORRODED GALLEY		11/14/97 AALA972166
TUL - CORROSION ALONG TRACK SUPPORT BEYOND LIMITS. REMOVED AND REPLACED TRACK SUPPORT FOR GALLEY PER SRM 51-72-10-0. (M)									
5320 AALA	80057 465	AIRBUS A300B4605R				SUPPORT	CORRODED CABIN		11/14/97 AALA972165
TUL - FOUND CORROSION BEYOND LIMITS LAVATORY A AREA. REMOVED AND REPLACED TRACK PER SRM 51-72-10-0. (M)									
5320 AALA	80057 465	AIRBUS A300B4605R				SUPPORT	CORRODED CABIN		11/14/97 AALA972164
TUL - CORROSION TOP SURFACE OF SUPPORT BEYOND LIMITS AT 29 RBL AT APPROX FRAME 15B. REMOVED AND REPLACED SECTION PER SRM 72-10-0. (M)									
5320 AALA	80057 465	AIRBUS A300B4605R				FITTING 4054046	CORRODED CABIN		11/19/97 AALA972216
TUL - CORROSION ON CORNER FITTING FORWARD SIDE OF FRAME 20 UNDER ROLLER TRAY NR 1. REMOVED AND REPLACED FITTING PER SRM 51-72-10-0. (M)									
5320 AALA	80057 465	AIRBUS A300B4605R				ANGLE	CORRODED COCKPIT		11/11/97 AALA972162
TUL - FOUND CORROSION ALONG 'Z' ANGLE AT COCKPIT ENTRY FOR ABOUT 2 FT LEFT AND RT. REPLACED 'Z' ANGLE FROM BEAM NR 1 TO BEAM NR 5 WITH SPLICE PER SRM 51-71-40-2. ALODINED, PRIMED AND PAINTED PER SRM 51-21-00. (M)									

***** DENOTES SIGNIFICANT OCCURRENCE

DOMESTIC SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

1/11/98 To 1/17/98 ISSUE: 98-03 ZAC-326

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
5320 AALA	80057 465	AIRBUS A300B4605R				SUPPORT	CORRODED CABIN		11/17/97 AALA972160
TUL - FOUND CORROSION ALONG TOP OF FLOORBOARD SUPPORT AT FRAME 15B IN LINE WITH SEAT TRACK NR 9. REMOVED AND REPLACED FLOOR UPPORT PER SRM 51-7210-0 FRAME 17-13. (M)									
5320 AALA	80057 465	AIRBUS A300B4605R				CHANNEL	CORRODED FUSELAGE		11/13/97 AALA972156
TUL - BALL MAT FORWARD SUPPORT C-CHANNEL IS CORRODED AT FRAME NR 20. INSTALLED EXTRUDED SECTION REPAIR TO FRAME 20 C-CHANNEL STRINGER 44L TO 45L AS PER A-300 SRM 51-71-50-2. REPAIR SECTION CPN 4054049. (M)									
5320 AALA	80057 465	AIRBUS A300B4605R				SUPPORT	CORRODED CARGO COMPT		11/14/97 AALA972161
TUL - FORWARD CORROSION UNDER ROLLER TRAY RN 1 AT FRAME 56. SPLICED IN A SECTION OF FLOORBEAM PER SRM 53-10-15. (M)									
5347 AALA	14053 420	AIRBUS A300B4605R				ROLLER TRAY	CORRODED CARGO COMPT		12/5/97 AALA972330
TUL - FOUND CORROSION ON NR 3 ROLLER TRAY. CUT OUT CORROSION, INSTALLED DOUBLER PER SRM 53-10-15. (M)									
5347 AALA	14053 420	AIRBUS A300B4605R				SEAT TRACK	CORRODED BS 1208		12/8/97 AALA972392
TUL - FOUND CORROSION ON NR 7 SEAT TRACK. REPAIRED PER AARD 53-20-00-2 BY INSTALLING STRAP. (M)									
5347 AALA	14053 420	AIRBUS A300B4605R				SEAT TRACK	CORRODED BS 2082		12/9/97 AALA972359
TUL - FOUND CORROSION ON NR 8 SEAT TRACK. INSTALLED NEW SEAT TRACK PER SRM 51-72-10-0. (M)									
5347 AALA	14053 420	AIRBUS A300B4605R				TIE DOWN TRACK	CORRODED BS 2029		12/9/97 AALA972360
TUL - FOUND CORROSION ON TIE DOWN TRACK BETWEEN SEAT TRACKS 8 AND 9. INSTALLED NEW TRACK PER 51-72-10-0 SRM. (M)									
5347 AALA	14053 420	AIRBUS A300B4605R				SEAT TRACK	CORRODED BS 1764		12/9/97 AALA972361
TUL - FOUND CORROSION ON NR 8 SEAT TRACK. INSTALLED NEW SEAT TRACK PER SRM 51-72-10-0. INSTALLED NEW SEAT TRACK PER SRM 51-72-10-0. (M)									
5347 AALA	80057 465	AIRBUS A300B4605R				SEAT TRACK	CORRODED CABIN		11/17/97 AALA972207
TUL - FOUND CORROSION ALONG TO OF SEAT TRACK NR 8 FROM FRAME 30-33. REMOVED AND REPLACED SEAT TRACK FROM FRAME 30-33 PER SRM 51-72-10. (M)									
5720 AALA	14053 420	AIRBUS A300B4605R				BEAM	CORRODED RT TE FLAP		12/15/97 AALA972465
TUL - RIGHT KRUGER FLAP ACT CROSSBEAM HAS CORROSION ON BEAM. REMOVED AND REPLACED CROSSBEAM PER SRM 57-45-11 PAGE 2 ITEM NR 5. (M)									
5720 AALA	14053 420	AIRBUS A300B4605R				SUPPORT	CORRODED RT WING		12/15/97 AALA972466
TUL - RIGHT WING LE SUPPORT HAS CORROSION. REPAIRED PER ESO30595, DATED 12-12-97. (M)									

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2750 FDEA	415FE 349	AIRBUS A310203				RETRACT MECH	MALFUNCTIONED NR 1 TE FLAP		1/8/98 98FDEA00024
FLAPS STUCK AT APPROX 5 DEG ON RETRACTION. FLAPS SYS 1 AND 2 FAULT ILLUMINATED. FLAPS WOULD NOT EXTEND BEYOND 5 DEG ON LANDING. SLATS OPERATED NORMALLY. SFPI FLAP FAULT DID NOT ILLUMINATE. AIRCRAFT RETURNED TO LAS AND LANDED WITH NO INCIDENCE. FOUND RIGHT WING NR 1 FLAP JACKSCREW AND RIGHT ANGLE GEARBOX CONTAMINATED. REMOVED AND REPLACED RIGHT NR 1 FLAP JACKSCREW, RIGHT ANGLE BOX, TORQUE LIMITER AND RIGHT PDU, RIGHT ANGLE GEARBOX.									
5270 FDEA	420FE 339	AIRBUS A310222				WARNING SYST	MALFUNCTIONED CARGO DOOR		1/9/98 98FDEA00020
BULK DOOR NOT CLOSED ECAM WARNING DURING TAKEOFF ROLL AT KNOTS. TAKEOFF ROLL DISCONTINUED AND RETURNED TO BLOCKS FOR DOOR INSPECTION. CLEANED AND RESECURED 36WS SWITCH AND INSPECTED ALL DOOR OPERATING MECHANISM FOUND NORMAL. CYCLED DOOR SEVERAL TIMES INDICATION ON ECAM NORMAL.									
2420 NWAA	326US 282	AIRBUS A320211				RELAY	INTERMITTENT E/E COMP		1/10/98 9800553226
AFTER TAKEOFF, RECEIVED ECAM WARNING ELEC ESS BUSSES ON BAT. RETURNED TO YVR AND LANDED WITHOUT INCIDENT. MAINTENANCE REPLACED RELAY 16XC, OPERATIONAL CHECK OK.									
2564 RYNA	GBXKA 714	AIRBUS A320214				LIFE RAFT 4600109RB	DAMAGED CABIN		12/16/97 98ZZZX159
UPON DEPLOYING THE LEFT HAND AFT EMERGENCY LIFE RAFT FOR A WET EVACUATION DEMONSTRATION FOR FAA, THE RAFT DID NOT FULLY INFLATE. REMOVED AND REPLACED THE LEFT HAND AFT EMERGENCY LIFE RAFT.									
2564 RYNA	GBXKA 714	AIRBUS A320214				LIFE RAFT 4600103RB	HOLE LIFE RAFT		12/9/97 98ZZZX214
UPON DEPLOYING THE RIGHT HAND AFT EMERGENCY LIFE RAFT FOR A WET EVACUATION DEMONSTRATION FOR FAA, THE RAFT DID NOT FULLY INFLATE. REMOVED AND REPLACED THE RIGHT HAND AFT EMERGENCY LIFE RAFT.									
2564 RYNA	GBXKA 714	AIRBUS A320214				LIFE RAFT 4600103RB	DAMAGED CABIN		12/9/97 98ZZZX213
UPON DEPLOYING THE LEFT HAND AFT EMERGENCY LIFE RAFT FOR A WET EVACUATION DEMONSTRATION FOR FAA, THE RAFT DID NOT FULLY INFLATE. REMOVED AND REPLACED THE LEFT HAND AFT EMERGENCY LIFE RAFT.									
2750 NWAA	302US 32	AIRBUS A320211				RETRACT MECH D5757030500200	OUT OF ADJUST TE FLAPS		1/5/98 9800373202
DURING APPROACH WHEN FLAPS POSITION ONE SELECTED, RECEIVED F/CTL FLAPS LOCKED ALIGNMENT FAULT MESSAGE. DIVERTED TO IAD FOR LONGER RUNWAY AND LANDED WITHOUT INCIDENT. MAINTENANCE RIGGED FLAP SYSTEM. OPERATIONAL CHECK OK.									
2913 AWXA	631AW 077	AIRBUS A320231				HYD PUMP 4205400	FAILED LT ENGINE	609	1/7/98 AWXA9800011
A/C ARRIVED W/A TOTAL GREEN HYD SYSTEM FAILURE. REMOVED FROM SERVICE TO REPLACE LT ENG HYD PUMP AND MLG PRIORITY VALVE. EMERGENCY WAS DECLARED.									
3350 AWXA	637AW 099	AIRBUS A320231				CONNECTOR 1013101	FAILED CABIN		12/17/97 AWXA9700696
SEAT 19 EMERGENCY LIGHT INOP, PLACED ON MEL 33-50-03, C/N 92758. REMOVED AND REPLACED CONNECTOR, OPS NORMAL, PLACARD REMOVED.									
3610 UO2R	50MG 507	AMD FALCON200				VALVE BYLB504231	MISWIRED BLEED VENTURI		12/9/97 98ZZZX169
*****	AIRCRAFT HAD A DEFECTIVE VENTURI VALVE (19H). ORDERED AND INSTALLED AN OVERHAULED VALVE. THIS VALVE DID NOT WORK. THE OPEN INDICATION MICROSWITCH IS WIRED INCORRECTLY AND THERE IS ALOT OF PLAY ON THE BUTTERFLY DRIVE ASSEMBLY. ORDERED AND INSTALLED ANOTHER VALVE FROM DIFFERENT VENDOR. WORKED OK. THE OVERHAUL MANUAL FOR THIS VALVE HAS SEVERAL ERRORS IN IT ALSO.								

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2611 MALA	501XJ E2208	BAC AVRO146RJ85A				SMOKE DETECTOR 72130003001	FAILED E/E COMPT		1/7/98 MALA975880
DURING INSPECTION, THE ELECTRICAL SMOKE WARNING DOES NOT TEST. MAINTENANCE REPLACED THE ELECTRICAL SMOKE DETECTOR, OPS CHECK GOOD.									
2611 MALA	508XJ E2317	BAC AVRO146RJ85A				SMOKE DETECTOR	DIRTY LAVATORY		1/7/98 MALA975879
DURING INSPECTION, THE BACK LAVATORY SMOKE DETECTOR WILL NOT TEST. MAINTENANCE DEFERRED SMOKE DETECTOR, UPON CLEARING DEFERRAL MAINTENANCE TESTED SYSTEM AND COULD NOT DUPLICATE WRITE UP. OPS CHECK GOOD.									
5320 A6WA	615AW E3141	BAG BAE146300A				INTERCOSTAL	BENT BAGG COMPT		9/18/97 98ZZZM74
INTERCOSTAL BETWEEN FRAME 21 AND 22 BY FWD CORNER OF FWD BAGGAGE PIT DOOR IS BENT. REPLACED INTERCOSTAL.									
5320 A6WA	615AW E3141	BAG BAE146300A				SUPPORT	CRACKED CARGO COMPT		9/4/97 98ZZZM66
FORWARD CARGO BAY CENTER FLOOR SUPPORT CRACKED AT CENTER NUT PLATE HOLES FRAME 20. REPLACED FLOOR SUPPORT.									
5320 A6WA	615AW E3141	BAG BAE146300A				ANGLE	CRACKED CARGO COMPT		9/4/97 98ZZZM65
TWO SMALL FREIGHT ANGLES CRACKED AT 7:00 POSITION, FRAME 21 FORWARD CARGO. REPLACED ANGLES.									
5320 A6WA	615AW E3141	BAG BAE146300A				SUPPORT	CRACKED CARGO COMPT		9/16/97 98ZZZM70
REAR CARGO BAY CRACKED FLOOR SUPPORT FRAME 34 CENTER SECTION MARKED. REPLACED FRAME 34, CENTER FLOOR SUPPORT.									
5320 A6WA	615AW E3141	BAG BAE146300A				SUPPORT	CRACKED CARGO COMPT		9/16/97 98ZZZM69
REAR CARGO BAY CRACKED FLOOR SUPPORT FRAME 34 LEFT OUTBOARD SECTION, MARKED. REPLACED FRAME 34, LEFT FLOOR SUPPORT.									
5320 A6WA	615AW E3141	BAG BAE146300A				ANGLE	CRACKED MLG WW		9/4/97 98ZZZM67
TOP ATTACHMENT ANGLE FOR CENTER DIAPHRAM THAT SEPARATES MLG BAYS HAS 1 INCH CRACK IN BAND RADIUS ABOVE THE BOLT HOLE THATS THE 6TH ONE BACK. REPLACED TOP ATTACHMENTS ANGLE.									
5400 A6WA	615AW E3141	BAG BAE146300A				RIVET	SHEARED NR 3 PYLON		9/17/97 98ZZZM72
RIVET HEAD SHEARING TOP SIDE OF RIB LE ABOVE NR 3 PYLON MARKED. REPLACED RIVET.									
5720 A6WA	615AW E3141	BAG BAE146300A				TIP	CRACKED RT WING		9/17/97 98ZZZM73
RIGHT WING TIP FAIRING PANEL CRACKED 2 PLACES. ALSO, REQUIRES REINFORCEMENT PER EO E96/008/634 BLOCK 9. REPAIRED 2 CRACKS IN RIGHT WING TIP FAIRING IAW AW 57-20-9412-06. C/W EO E96/008/634 BLK 9.									
5753 A6WA	615AW E3141	BAG BAE146300A				SKIN	WORN RT TE FOREFLAP		9/16/97 98ZZZM71
RIGHT FOREFLAP HAS STREAKING RIVETS IN TOP SKIN OUTBOARD END. DRILLED OFF AND REPLACED STREAKING RIVETS TOP SKIN OUTBOARD END OF RIGHT FOREFLAP END.									

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5753 A6WA	615AW E3141	BAG BAE146300A				PIN	DEFECTIVE LT TE FLAP	9/19/97 98ZZZM75	
LEFT FLAP TRACK NR 3 ONE OF THE LOWER CARRIAGE TO SCREWJACK TRUNNION PINS HAS A DEFECT INDICATION FOUND ON NDT. INSTALLED A NEW PIN ON LEFT NR 3 SCREWJACK TRUNNION.									
7120 A6WA	615AW E3141	BAG BAE146300A				BRACKET	LOOSE NR 4 ENG MOUNT	9/3/97 98ZZZM68	
NR 4 ENGINE SHOULDER COWL LORD MOUNT BRACKET LOOSE FROM PYLON BOX. REPLACED BRACKET AND INSTALLED BOLTS AT POSITIONS B, C, D REF BAE RIL HC546H009 AND BAE FAX PJN/1196R/92.									
2430 REXA	335PX 712	BAG JETSTM3101				CONTACTOR A703B	FAILED RIGHT	12/5/97 REXA97280	
RIGHT GEN FELL OFF LINE APPROX 6 TIMES FOR APPROX 1 SECOND AMPS FLUCTUATED AND GEN CAP FLASHED ON AND OFF. MEGGED AL WIRING, REPLACED TERMINAL ENDS AT RIGHT STARTER GEN. REPLACED RIGHT STARTER CONTACTOR AND REPAIRED FUSE HOLDER 2PB9. (M)									
2701 CX7A	829JS 713	BAG JETSTM3101				ROLLER 1379043E3	FLAT SPOT CONTROL COLUMN	9/1/97 98ZZZX212	
DURING SCHEDULED INSPECTION, FOUND EXCESSIVE VERTICAL MOVEMENT OF BOTH PILOT AND COPILOT FLIGHT CONTROL COLUMNS. SUBSEQUENT INVESTIGATION FOUND BOTH CONTROL COLUMNS REAR SUPPORT BEARING LOWER ROLLERS FLAT SPOTTED. REPLACED LOWER ROLLERS, ECCENTRIC BOLTS AND ATTACHING HARDWARE. ADJUSTED REAR BEARING SUPPORT ASSEMBLY IAW BAE MM. AIRCRAFT RETURNED TO SERVICE. ACFT TT: 16,804.8 HRS. ACFT TC: 21,825. REF: OPER CNTRL NR 090197829.									
2701 CX7A	832JS 721	BAG JETSTM3101				ROLLER 1379043E3	LOOSE CONTROL COLUMN	8/22/97 98ZZZX211	
PILOT REPORTED 'YOKE OR AILERON CABLES BINDING WHEN ROLLING OUT OF A TURN TO THE RIGHT'. INSPECTED THE AILERON CONTROL SYSTEM INCLUDING CABLE ROUTING AND TENSION, PULLEYS, TURNBUCKLES, AND CONTROL RODS WITH NO FINDINGS. FOUND COPILOT'S CONTROL COLUMN REAR SUPPORT BEARING CLEARANCES EXCESSIVE. INSPECTED CONTROL COLUMN AND BEARING ASSEMBLIES FOR PROPER INSTALLATION AND ADJUSTMENT. ADJUSTED ECCENTRIC BOLT (LOWER AFT BEARING) IAW BAE MM. AIRCRAFT RETURNED TO SERVICE. ACFT TT: 19,122.2 HRS. ACFT TC: 24,881. REF: OPER CNTRL NR 082297832.									
2910 VTZA	370MT 800	BAG JETSTM3201				HYDRAULIC LINE	FAILED RIGHT	12/16/97 VTZA97697	
FLT 6273 - LYH-IAD - DURING DESCENT, AIRCRAFT RETURNED TO GATE DUE TO LOST OF ALL HYDRAULICS PRESSURE. MAINTENANCE INSPECTED AND REMOVED AND REPLACED RIGHT HYDRAULIC FLEX LINE. OPS CHECK OK. AIRCRAFT WAS RELEASED AND RETURNED TO SERVICE. (M)									
3422 VTZA	485UE 901	BAG JETSTM3201				SWITCH 2T211	BROKEN NR 1/2 COMPASS	12/10/97 VTZA97694	
FLT 6398 - BOS-PWM - DURING CLIMB, AIRCRAFT MADE AN UNSCHEDULED LANDING DUE TO COMPASS NR 1 AND NR 2 SWITCH BROKE. AIRCRAFT RETURNED TO GATE WITH NO FURTHER PROBLEMS. MAINTENANCE INSPECTED AND REMOVED AND REPLACED SWITCH, OPS CHECK OK. AIRCRAFT WAS RELEASED AND RETURNED TO SERVICE. (M)									
3442 REXA	318PX 689	BAG JETSTM3101				ANTENNA 6222501001	FAILED FWD FUSELAGE	12/24/97 REXA97285	
WEATHER RADAR PAINTS SOLID RED FROM 4-8 MILES. WILL NOT PAINT GROUND. REMOVED AND REPLACED RADAR ANTENNA. OPS CHECKED GOOD. (M)									
3442 REXA	332PX 702	BAG JETSTM3101				RADAR TUBE 6225941001	FAILED COCKPIT	12/21/97 REXA97278	
WEATHER RADAR SCREEN INTERMITTENT. REMOVED AND REPLACED RADAR TUBE ASSY. OPS CHECKED GOOD. (M)									
3454 VTZA	491UE 911	BAG JETSTM3201				CONNECTOR	LOOSE LT/RT VOR	12/16/97 VTZA97698	
FLT 6193 - IAD-JFK - DURNIG CLIMB, MADE AN UNSCHEDULED LANDING DUE TO BOTH VOR'S READING FROM OPPOSITE SIDES. AIRCRAFT RETURNED TO GATE WITH NO FURTHER PROBLEMS. MAINTENANCE INSPECTED AND FOUND CANNON PLUGS SWITCHED ON BACK OF CONTROL HEADS. DISCONNECTED AND INSTALLED CANNON PLUGS ON PROPER UNIT, OPS CHECK OK. AIRCRAFT WAS RELEASED AND RETURNED TO SERVICE. (M)									

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6140 VTZA	484UE 899	BAG JETSTM3201				BETA SWITCH 8659566	FAILED LT ENGINE		12/6/97 VTZA97685
FLT 6281 - IAD-HPN - DURING TAKEOFF, AIRCRAFT ABORTED TAKEOFF DUE TO LEFT ENGINE BETA WARNING LIGHT ILLUMINATED AND WOULD NOT EXTINGUISH. AIRCRAFT RETURNED TO GATE WITH NO FURTHER PROBLEMS. MAINTENANCE INSPECTED AND REMOVED AND REPLACED BETA PRESSURE SWITCH, OPS CHCK OK. AIRCRAFT WAS RELEASED AND RETURNED TO SERVICE. (M)									
7603 REXA	332PX 702	BAG JETSTM3101				SWITCH 91SEI6	FAILED LT/RT POWER LVR		12/17/97 REXA97279
AFTER TAKEOFF WHEN GEAR WAS RETRACTED THE GEAR HORN WENT OFF. REMOVED AND REPLACED BOTH POWER LEVER MICROSWITCHES. (M)									
1100 MASA	74YV UE74	BEECH 1900D				PLACARD CANAC7K	MISSING EMERGENCY EXIT		12/23/97 MASA97269
FLT 7916 - SEA-PDX - UPON PREFLIGHT INSPECTION, CREW FOUND THAT THE EMERGENCY EXIT DOOR AT ROW 4C HAD A MISSING PLACARD. MAINTENANCE INSTALLED A NEW PLACARD. AIRCRAFT WAS RETURNED TO SERVICE. (M)									
3230 JJBA	860CA UE134	BEECH 1900D				SERVICE VALVE 1013880083	SHORTED LT WING	5405	12/22/97 98ZZZM78
LANDING GEAR FAILS TO RETRACT. REPLACED GEAR SERVICE VALVE, OPS CHECK GOOD. (M)									
3230 C2XA	87552 UE216	BEECH 1900D				SQUAT SWITCH 443N496	OUT OF ADJUST RT MLG		11/12/97 C2XA971A337
IAH - FLT 3998 - AFTER TAKEOFF, THE LANDING GEAR WOULD NOT RETRACT WHEN COMMANDED UP. THE AIRCRAFT RETURNED TO IAH WITHOUT INCIDENT WHERE MAINTENANCE FOUND THE RT HAND SQUAT SWITCH OUT OF ADJUSTMENT. MAINTENANCE RE-RIGGED THE RT HAND SQUAT SWITCH IAW BEECH 1900D MM CH 32-60-05, AND THE AIRCRAFT WAS APPROVED FOR RETURN TO SERVICE AFTER A SATISFACTORY TEST FLIGHT. (X)									
3260 MASA	107YV UE107	BEECH 1900D				DOWNLOCK IND 1293640695	WORN LANDING GEAR		12/25/97 MASA97270
FLT 5317 - LGA-BDL - ON APPROACH TO BDL, CREW RECEIVED ONLY 2 GREEN LIGHT GEAR INDICATOR ASSEMBLY. OPS CHECK GOOD. AIRCRAFT WAS RETURNED TO SERVICE. (M)									
5210 MASA	179YV UE179	BEECH 1900D			1294000331	CAM LOCK 1015141611	LACK OF LUBE AIRSTAIR DOOR		12/1/97 MASA97239
SAF/DEN - FLT 7764 - PILOT REPORTED THE PASSENGER DOOR WAS HARD TO OPEN. MAINTENANCE LUBED THE CAM LOCKS. AIRCRAFT WAS RETURNED TO SERVICE. (X)									
5210 MASA	184YV UE184	BEECH 1900D			129400331	LATCH 1295140021	FROZEN AIRSTAIR DOOR		12/10/97 MASA97252
RIW/WRL - FLT 7486 - CREW FOUND CABIN DOOR WOULD NOT SHUT, AS THE LATCH WAS FROZEN. MAINTENANCE THAWED THE LATCH, OPS CHECK GOOD. AIRCRAFT WAS RETURNED TO SERVICE. (X)									
5210 MASA	78YV UE78	BEECH 1900D				LATCH MECH 1015140315	OUT OF ADJUST AIRSTAIR DOOR		12/28/97 MASA97273
FLT - 5162 - PHX - HII - CREW REPORTED, THE AIRSTAIR DOOR WAS HARD TO OPEN. PHX - MAINTENANCE RIGGED THE DOOR POSTS. OPS CHECK GOOD. AIRCRAFT WAS RETURNED TO SERVICE. (M)									
2460 RMXA	75LV BB1075	BEECH B200				BREAKER 70000150	FAILED NR 1 BUSS		12/1/97 98ZZZX182
DUPLICATED A REPORTED FAILURE AND ISOLATED CIRCUIT BREAKERS ON NR 1 BUSS TO SHOW THAT THEY WERE FAULTY. INSTALLED 2 EACH NEW 50 AMP BREAKERS. FUNCTION CHECKED SATISFACTORY ON GROUND AND THEN PERFORMED MAINTENANCE FLIGHT CHECK. SUBMITTER STATED THE BREAKERS SEEMED TO BE ORIGINAL EQUIPMENT.									

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3250 KKYA	83KA BB436	BEECH 200BEECH			50820042601	SPRING RETAINER 50820038	BROKEN NLG STEERING	6002	10/22/97 98ZZZX161
WHLE ATTEMPTING TO TAXI FROM THE RAMP EN ROUTE FROM OXC TO HPN, PILOT FOUND IT TOOK FULL LEFT RUDDER TO TAXI STRAIGHT. THE AIRCRAFT WAS SHUT DOWN WITHOUT INCIDENT. SUBSEQUENT INVESTIGATION REVEALED THE SPRING STRUT BARREL ASSEMBLY SPRING RETAINER HAD FAILED. BOTH THE RETAINER AND THE BARREL END WERE BROKEN. AS A RESULT OF THE BARREL FAILURE, A TUBE, PN 50-820189, WAS ALSO BENT AND CAUSED THE STEERING TO GO OUT OF RIG.									
6111		BEECH 300BEECH		HARTZL HCB4MP3		BLADE M10476	CORRODED PROPELLER ASSY	1787 316	6/1/96 EY2R9601358
BLADE, SN H16195, FOUND CORRODED.									
3240 GJQR	4S FL107	BEECH B300				VALVE 1013810125	FAILED RT BRAKE DEICE	313	12/9/97 98ZZZX175
PILOT REPORTED RT BRAKE DE-ICE DOES NOT ILLUMINATE ON CYCLE AFTER LANDING OR BEFORE TAKEOFF. REPLACED VALVE ASSEMBLY. SUBMITTER STATED THESE PARTICULAR VALVES HAVE A VERY POOR RELIABILITY FACTOR. THEY ARE NOT RELIABLE AND USUALLY ONLY LAST ABOUT 6 MONTHS UNTIL THEY FAIL. THIS VALVE HAD 312.6 HOURS AND 372 CYCLES. RECOMMEND MANUFACTURER LOOK FOR THE PROBLEM AND IMPROVE RELIABILITY.									
2612 FDEA	220FE 20934	BOEING 727233				B-LOOP	INOPERATIVE NR 2 ENGINE	1/9/98	98FDEA00021
NR 2 ENGINE FIRE DETECTION LIGHT ILLUMINATED IN FLIGHT ACCOMPLISHED RED TAB PROCEDURES AND LIGHT REMAINED ON. GOOD FIRE PROTECTION VERIFIED THROUGH RED TABS AND MINIMUM EQUIPMENT LIST (WARNING, FIRE WARNING TEST GOOD). IDENTIFY B-LOOP INOPERATIVE NR 2 ENGINE. PULL B-LOOP CIRCUIT BREAKER. SELECTED A-LOOP ON PANEL OK TO CONTINUE PER MINIMUM EQUIPMENT LIST 26-6B, CONTROL. NR 28206 CAT C ITEM EXPIRES 19JAN98.									
2612 EISA	263US 19982	BOEING 727251				CONNECTOR	DIRTY NR 2 FIRE WALL	12/2/97	EISA97230
FIRE BELL SOUNDED ON DESCENT INTO 'VIT' WITH NO FIRE LIGHT ILLUMINATED. FOUND NR 2 FIRE WALL CANNON PLUG WITH MOISTURE, CLEANED CANNON PLUG. OPS CHECK SYSTEM PER CHAP 26, SYSTEM CHECKED GOOD. TT: 57,744.26 HOURS. TC: 47,534. (X)									
2710 CALA	32725 20655	BOEING 727224				CONTROL MODULE 6595600642	LEAKING AILERON	1/12/98	CALA9800018
THE A-SYSTEM HYDRAULIC OVERHEAT LIGHT ILLUMINATED AFTER TAKEOFF WHILE CLIMBING THROUGH 6000 FEET. A MINUTE LATER, THE A-HYDRAULIC SYSTEM QUANTITY WENT TO ZERO. THE HYDRAULIC FAILURE CHECKLIST WAS PERFORMED, FUEL WAS DUMPED, AND THE AIRCRAFT WAS RETURNED TO IAH WHERE IT LANDED WITHOUT INCIDENT. MAINTENANCE FOUND AILERON CONTROL MODULE LEAKING. THE AILERON CONTROL MODULE WAS REPLACED. THE HYDRAULIC SYSTEM WAS SERVICED. LEAK AND OPERATIONAL CHECKS WERE GOOD.									
2720 IPXA	922UP 19231	BOEING 72731C				RUDDER	SPLIT EMPENNAGE	1/7/98	UPS98225392
DURING EACH LEG, THE RUDDER TRIES TO SPLIT AT VARIOUS SPEEDS AND ALTITUDES. INSPECTED RUDDER SYSTEM FOR LOOSE TABS OR COMPONENTS, NONE FOUND. COULD NOT DUPLICATE ON GROUND, ALL WORK DONE IAW MM 27-20 AND 27-30-143. NO FAULTS NOTED. ALL OPS CHECKS NORMAL, A/C OK FOR SERVICE.									
2781 NWAA	292US 21503	BOEING 727251				INDICATOR	INOPERATIVE NR 3 LE FLAP	1/7/98	9800532292
DURING CLIMB ON FLAP RETRACTION, THE NR 3 LEADING FLAP DID NOT INDICATE UP AND LOCKED. AIRCRAFT RETURNED TO DTW AND LANDED WITHOUT INCIDENT. REPLACED LEADING EDGE POSITION INDICATOR AND STRAIGHTENED NR 7 PIN ON CANNON PLUG OF NR 3 LEADING EDGE SWITCH, OPERATIONAL CHECK OK.									
2910 DALA	471DA 20748	BOEING 727232				QUICK DISCONNECT 307031S58D	LEAKING B-HYD SYST	1/7/98	DL72K980046
IN FLIGHT SYSTEM 'B' HYDRAULIC FAILURE AT 10,000 FT. TOTAL LOSS OF SYSTEM 'B' FLUID. AIRBORNE DIVERT TO IAD. REPLACED QUICK DISCONNECT 'B' RES TO PRESSURE SIDE OF PUMP HYD FITTING. SVC SYS PER SRM 2-29-88, LEAK CHECK PER MM 11-25-83 LEAK CHECK GOOD.									

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2910 RIVA	294AS 22146	BOEING 727290				VALVE BAC10615811	BROKEN 'B' HYD SYSTEM		12/22/97 98ZZZM76
FLT 48 - NAS-JFK - DIVERTED TO FLL, 'B' SYSTEM HYDRAULIC FAILED, QTY WENT TO ZERO EVEN WITH BOTH PUMPS OFF. EXECUTED DIVERSION AND EMERGENCY LANDING AT FLL. NORMAL WEIGHT LANDING ACCOMPLISHED. TAXIED TO GATE AND TUG TOWED INTO FINAL POSITION AT JETWAY, USED JETWAY TO DEPLANE PASSENGERS, NO KNOWN INJURIES. FOUND 'B' SYSTEM AILERON SUPPLY S/O VALVE BROKEN FLANGE AND LEAKING. REPLACED VALVE, LEAK CHECKED. SERVICED ALL HYD SYSTEM AND OPS CHECKED IN IAW WITH THE AMM 27-10-142. (M)									
2913 TAOA	916TS 20437	BOEING 727254				HYD PUMP 279851	FAILED B HYD SYSTEM		12/16/97 TAOA129703
FLT 6540 - DCA-LGA - DIVERTED TO JFK, AFTER TAKEOFF AND FLAP RETRACTION, EXPERIENCED HYDRAULIC SYSTEM 'B' FAILURE, HYDRAULIC BRAKE PRESSURE NORMAL. ACCOMPLISHED ABNORMAL PROCEDURE. REPLACED NR 1 'B' SYSTEM HYDRAULIC PUMP, NR 1 AND 2 'B' PUMP PRESSURE AND CASE DRAIN FILTERS IAW MM 29-12-11 AND 29-12-21, SERVICED HYDRAULIC SYSTEM PER GMM 8-13-3. (M)									
3260 CALA	511PE 20634	BOEING 727232				WIRE	BROKEN NLG SENSOR		1/11/98 CALA9800011
THE AIRCRAFT HAD A BRIEF HISTORY OF THE NOSE GEAR RED UNSAFE LIGHT ILLUMINATING INTERMITTENTLY IN FLIGHT AND WHEN GEAR WAS EXTENDED FOR LANDING. MAINTENANCE FOUND A BROKEN WIRE AT NOSE GEAR POSITION SENSOR. THE SENSOR WIRE WAS REPAIRED. OPERATION AND INDICATIONS CHECKED GOOD.									
3260 FDEA	127FE 19719	BOEING 72725C				GEAR INDICATION	MALFUNCTION LANDING GEAR		1/9/98 98FDEA00019
98-0014 - AFTER TAKEOFF WITH GEAR HANDLE UP ALL 3 LANDING GEAR UNSAFE AND DOOR LIGHTS ON FWD PANEL WERE ON WHILE ONLY THE TAIL SKID LIGHT WAS ON AT THE SECOND OFFICER'S PANEL. FOLLOWED THE RED TABS, RECYCLED THE LANDING GEAR AND ALL LIGHTS WENT OUT. CHECK TAIL SKID SWITCH AND GEAR LIGHTS WORKS OK ON GROUND, COULD NOT DUPLICATE PROBLEM ON GROUND. AIRCRAFT OK FOR SERVICE.									
3350 AALA	845AA 20986	BOEING 727223				WIRE	DELAMINATED CABIN		11/17/97 AALA972189
TUL - FLAT CONDUCTOR WAS DELAMINATED PRODUCING AN OPEN CIRCUIT. AFT SECTION OF EMERGENCY AISLE LIGHTS INOP. REPLACED P/N A3-06-0720-204, LIGHTS OPS CHECK OK. (M)									
3350 K3HA	354PA 20624	BOEING 727225				WIRE	BROKEN CABIN		1/11/98 K3HA980002
EMERGENCY PATH LIGHTING WAS OUT FOWARD OF PAX ROW 4DEF. REPAIRED BROKEN WIRE AS REQUIRED, OPS CHECK GOOD.									
3350 K3HA	356PA 20626	BOEING 727225				LAMP 81	FAILED CABIN		1/7/98 K3HA980001
RIGHT WING CENTER OVERWING EMERGENCY LIGHT INOP. RELAMPED CENTER OVER WING EMERGENCY LIGHT RIGHT HAND WING.									
3350 TAOA	927TS 20837	BOEING 727227			GRIMES	LIGHT 1102837	SHORTED CABIN		12/14/97 TAOA129702
FLT 6541 - DCA - AFTER AIRSTAIRS EMERGENCY EXIT LIGHT INOPERATIVE. REPLACED LIGHT BASE ASSEMBLY AND BATTERY. OPERATIONAL CHECK NORMAL. (M)									
3350 RAAA	832RV 19098	BOEING 72722C			INTVLV 873100212	BATTERY PACK 8621014	DISCHARGED CABIN		1/8/98 RAAA98B2003
AFT RT OVERWING EMERGENCY EXIT EGRESS IDENTIFIER LIGHT FAILED SERVICE CHECK. CHANGED BATTERY PACK DUE DISCHARGED.									
3350 RAAA	832RV 19098	BOEING 72722C			INTVLV 873100112	BATTERY PACK 8621006	DISCHARGED CABIN		1/8/98 RAAA98B2004
PAX ROW 17 FLOOR PROXIMITY EGRESS LIGHT FAILED SERVICE CHECK. CHANGED BATTERY PACK DUE DISCHARGED.									

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3350 RAAA	832RV 19098	BOEING 72722C			INTVLV 873100112	BATTERY PACK 8621006	DISCHARGED CABIN		1/8/98 RAAA98B2005
PAX ROW 22 FLOOR PROXIMITY EGRESS LIGHT FAILED SERVICE CHECK. CHANGED BATTERY PACK DUE DISCHARGED.									
3350 CALA	16784 20639	BOEING 727232				BATTERY PACK 900835A	DISCHARGED CABIN		1/10/98 CALA9800012
INSPECTION FOUND CABIN AISLE OVERHEAD EMERGENCY LIGHT AT ROW 2 INOPERATIVE. THE BATTERY PACK WAS REMOVED AND REPLACED.									
3350 DALA	469DA 20746	BOEING 727232				BATTERY S106	DISCHARGED CABIN		1/9/98 DL72S980065
EMERGENCY LIGHTS INOP AT SEVERAL LOCATIONS IN CABIN. REPLACED 3 BATTERY PACKS, OPN NOW NORMAL.									
3350 DALA	472DA 20749	BOEING 727232				LIGHT 3114981	INOPERATIVE CABIN		1/9/98 DL72K980067
ON L/O, FOUND LT FWD ENTRY DOOR EXTERIOR EMERGENCY LIGHT OUT. REPLACED LIGHT ASSY, OPS CK GOOD.									
3350 DALA	491DA 21060	BOEING 727232			900542	BATTERY PACK	DISCHARGED CABIN		1/8/98 DL72K980049
RT WING FWD EMERGENCY EXTERIOR LIGHT INOP. REPLACED PWR SUPPLY AND BATTERY PACK CKS GOOD.									
3350 DALA	513DA 21315	BOEING 727232				LIGHT 900542	INOPERATIVE CABIN		1/7/98 DL72L980043
RT OVERWING EMERGENCY EXIT LIGHT INOP. REPLACED OVERWING EMERGENCY EXIT LIGHT BASE.									
3350 DALA	545DA 22494	BOEING 727232				BATTERY S106	DISCHARGED CABIN		1/7/98 DL72S980044
AFT EMERGENCY TRACK LIGHTING INOP. REPLACED BATTERY.									
3350 TAOA	912TS 20438	BOEING 727254				WIRING	FAILED CABIN		12/16/97 TAOA129704
FLT 6780 - MIA-LGA - EMERGENCY PATH LIGHTING INOPERATIVE AT ROW 4. REPAIRED WIRING AT ROW 4D AND REPLACED TRACK LIGHTING, OPERATIONAL CHECK NORMAL, PER MM 33--50. (M)									
3350 IPXA	931UP 19858	BOEING 72725C				LIGHT	MALFUNCTIONED COCKPIT		1/8/98 UPS98225395
INSPECTION TYPE-N/A, COCKPIT EXIT LIGHT CAME ON AFTER LANDING WITH SWITCH IN OFF. SECURED COCKPIT EMER EXIT LIGHT, OPERATION OK.									
3350 FDEA	146FE 19110	BOEING 72727C				BATTERY P4010020	DISCHARGED PAX DOOR		1/12/98 98FDEA00023
FORWARD ENTRY DOOR ESCAPE SLIDE EMERGENCY LIGHT BATTERY IS DEAD. *S/D* REMOVED AND REPLACED FWD ENTRY DOOR ESCAPE SLIDE EMERGENCY LIGHT BATTERY AND FUNCTIONAL TESTED IAW FED-EX M/M 33-50-121.									
3350 RIVA	609KW 21950	BOEING 727282				BATTERY PACK 900542	DISCHARGED CABIN		12/27/97 98ZZZX162
FOUND DURING ROUTINE OVERNIGHT MAINTENANCE: R-2 DOOR EMERGENCY LIGHT NOT WORKING. BATTERY PACK INOPERATIVE. REMOVED, REPLACED, AND TESTED EMERGENCY LIGHT BATTERY PACK PER AMM 33-50. (X)									

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3350 IPXA	903UP 18945	BOEING 72751C				LIGHT	MALFUNCTIONED COCKPIT	1/8/98	UPS98225394
INSPECTION TYPE-N/A. COCKPIT EMER EXIT LT WILL NOT EXT WHEN POWER IS TURNED OFF WITH LTS OFF. REMOVED AND REPLACED EMER EXIT LIGHT ASSY, OPS NORMAL (S/N 4249) ON, (S/N 5538) OFF.									
3417 FDEA	257FE 20939	BOEING 727233				AIR DATA COMP HG480B13	FAILED E/E COMP	1/7/98	98FDEA00008
AIR DATA COMPUTER NR 1 CIRCUIT BREAKER POPPED ON TAKEOFF ROLL, CONTINUED TO TROUBLESHOOT PROBLEM IN AIR. CIRCUIT BREAKER WOULD NOT RESET. RETURNED TO SDF FOR MAINTENANCE TO WORK. REMOVED AND REPLACED AIR DATA COMPUTER PER MAINTENANCE MANUAL 34-12-0 PAGES 8 AND 9. OPERATIONAL CHECK OK, PERFORMED PITOT/STATIC LOW RANGE PER MAINTENANCE MANUAL 34-11-0 PAGES 503 AND 504.									
3417 FDEA	257FE 20939	BOEING 727233				AIR DATA COMP HG480B13	FAILED E/E COMPT	1/7/98	98FDEA00014
98-0011 - ON CLIMB-OUT (APPROX 2000FT) CAPTAIN LOST AIRSPEED, ALTIMETER, GPWS. SUSPECTED NR 1 AIR DATA COMPUTER FAILURE. ALL CIRCUIT BREAKERS CHECK, NONE TRIPPED. RED TABS COMPLIED WITH. REMOVED AND REPLACED NR 1 AIR DATA COMPUTER. PERFORMED LOW LEVEL LEAK OF CAPTAIN'S PITOT/STATIC SYSTEM. LEAK CHECKS GOOD. AIR DATA COMPUTER FUNCTION TEST IS GOOD. ALTIMETER ALERT AND GPWS CHECK GOOD.									
3417 FDEA	257FE 20939	BOEING 727233				AIR DATA COMP HG480B13	FAILED E/E COMPT	1/7/98	98FDEA00013
98-0010 - NR 1 AIR DATA COMPUTER CIRCUIT BREAKER TRIPPED ON CLIMB-OUT, EFFECTING CAPTAIN'S AIRSPEED, ALTIMETER, GPWS. RESET CIRCUIT BREAKER TRIPPED AGAIN. REMOVED AND REPLACED NR 1 AIR DATA COMPUTER. SYSTEM OPERATIONAL AND LEAK CHECKS GOOD.									
3610 FDEA	196FE 19145	BOEING 72722				PNEUMATIC DUCT	BLOWN NR 3 ENGINE	1/8/98	98FDEA00015
REJECTED TAKEOFF AT 85 KNOTS DUE TO NR 3 ENGINE FIRE WARNING. COMPLETED ENGINE FIRE CHECK LIST AND REJECTED TAKEOFF CHECK LIST. REJECTED TAKEOFF BRAKE COOLING CHART INDICATED 29 MINUTES COOL DOWN IN BLOCKS AT 0339 Z. INSPECTED TIRES AND BRAKES AT 0410Z, OK FOR SERVICE. INSPECTED NR 3 ENGINE, FOUND PNEUMATIC DUCT AT STARTER BLOWN. REPLACED PNEUMATIC DUCT ASSEMBLY NO LEAKS NOTED.									
3610 RIVA	6167D 22430	BOEING 727282				CLAMP BACC10D450ABE	LOOSE NR 3 STRUT	11/11/97	98ZZZX160
SJU/JFK - FLT 303 - AT 20:30Z AIR RETURN DUE TO NR 3 PYLON OVERHEAT WARNING. FOUND LOOSE CLAMP AT NR 3 ENGINE BLEED VALVE. REPLACED CLAMP PER MM 36-00-00, RAN ENGINE, OPS CHECK OK. OVERHEAT SYSTEM TEST OK. LOG AGE 132052.									
5210 K3HA	8883Z 21580	BOEING 727225				SEAL	OUT OF POSITION PAX DOOR	12/25/97	K3HA9700146
DOOR SEAL HINGE COVER DID NOT SEAT LOUD AIR LEAK. REPOSITIONED SEAL PRESSURE LEAK, CHECKS OK PER MM52-11-00.									
5230 FDEA	154FE 18287	BOEING 72725				WIRE	LOOSE CARGO DOOR	1/8/98	98FDEA00016
WHEN PASSING THROUGH FLIGHT LEVEL 270, MAIN CARGO DOOR LIGHT ILLUMINATED WITH NO LOSS OF PRESSURIZATION. DESCENDED TO 10,000, DEPRESSURIZED AIRCRAFT. LIGHT STAYED ON UNTIL LANDED. REPRESSURIZED AFTER LANDING, NO LIGHT ON. FOUND LOOSE WIRE ON NORMALLY CLOSED AFT SWITCH, CYCLED DOOR, DOOR WOULD NOT LOCK EVERYTIME. FOUND FORWARD 2 LOCKS WOULD NOT LOCK, REQUIRES RIGGING. M/M 52-34-9, PAGE 503. (THIS IS A CHRONIC REPEAT). MAIN CARGO DOOR ACCESS PANELS REMOVED. PERFORMED MAIN CARGO DOOR ADJUSTMENT AND TEST FOUND FWD TORQUE TUBE SWITCH LATCH COND: OPEN OUT OF ADJUSTMENT. ADJUST PER M/M 52-34-9. OPERATIONAL CHECK GOOD AT THIS TIME. ALSO CLEANED AND LUBED SWITCHES. REQ ITEM INSP COMPLIED WITH.									
5310 AALA	891AA 22007	BOEING 727223				SHEAR TIE	CORRODED BS 970	10/28/97	AALA972044
TUL - CARGO COMPARTMENT SHEAR TIE FOUND WITH CORROSION AT BS 970. REPLACED SHEAR TIE PER ESO 1169F, DATED 23 OCT 97. (M)									

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5311 FDEA	189FE 19082	BOEING 72722				FRAME 651891555	CORRODED BS 312		1/12/98 98FDEA00028
WHILE WORKING NR 0329, FOUND FRAME FAIL-SAFE CHORD CORRODED AT BS 312, LBL 19, WL 153.									
5311 AALA	845AA 20986	BOEING 727223				FRAME 651891555	BROKEN BS 950		11/17/97 AALA972190
TUL - BELTFRAME ON LOWER FORWARD CORNER OF AFT CARGO DOOR BROKEN. CUT OUT DAMAGE AND INSTALLED STAINLESS FORMER REPAIR PER SRM 51-40-3. (M)									
5311 AALA	845AA 20986	BOEING 727223				FRAME 65C36279	MISDRILLED BS 760.95		11/18/97 AALA972202
TUL - INBOARD FRAME FLANGE AT STATION 760.95 RIGHT HAS MISDRILLED HOLE AT APPROX WL 212. OPENED HOLE AND INSTALLED FREEZE PLUG PER SRM 51-10-7. INSTALLED REPAIR DOUBLER AND STRAPS PER BOEING SERVICE BULLETIN 727-53-0197 AND DWG NR 65C36279. (M)									
5311 AALA	870AA 21382	BOEING 727223				FRAME	CORRODED BS 380		10/2/97 AALA971968
TUL - FRAME CORRODED AT FLOOR LEVEL 4 INCH FORWARD OF FORWARD GALLEY DOOR. INSTALLED REPAIR IAW SRM 51-40-3 FIG 1. (M)									
5311 AALA	875AA 21387	BOEING 727223				FRAME	CORRODED BS 375-377		12/13/97 AALA972451
TUL - FORWARD RIGHT GALLEY DOOR LOWER FRAME CORRODED INBOARD OF STRINGER 17R. CUT OUT CORRODED AREA AND INSTALLED DOUBLER IAW SRM 51-40-3 PAGES 1-5. (M)									
5311 AALA	875AA 21387	BOEING 727223				FRAME	DENTED BS 950		12/13/97 AALA972445
TUL - FOUND STATION 950B BELL FRAME DENTED STRINGER 26R. REPAIRED STATION 950B BELL FRAME AT STRINGER 26R IAW SRM 51-40-3. (M)									
5311 AALA	875AA 21387	BOEING 727223				FRAME	CORRODED BS 416-417		12/13/97 AALA972446
TUL - BOTTOM INBOARD END FRAME 416 CORODED AT STRINGER 17R ABOVE AND BELOW SILL PLATE. BLENDED CORROSION, OUT OF LIMITS PER SRM. INSTALLED DOUBLER IAW SRM 51-40-3, PAGE 1-5. (M)									
5311 AALA	875AA 21387	BOEING 727223				FRAME	CRACKED BS 950		12/13/97 AALA972444
TUL - BELL FRAME CRACKED AT FLOORBOARD SUPPORT STATION 950B RBL 4 INCH. CRACK WAS CUT OUT. REPAIRED BELL FRAME STATION 950B RBL 4 INCH IAW SRM 51-40-3. (M)									
5311 AALA	891AA 22007	BOEING 727223				FRAME	CORRODED BS 985		10/28/97 AALA972045
TUL - FOUND CORROSION ON FRAME ABOVE 29R AT STATION 985 FORWARD SIDE. REMOVED FRAME, FABRICATED AND DRILLED NEW FRAME AT STATION 985, TREATED, PRIMED AND INSTALLED IAW SRM 51-10-1. (M)									
5311 AALA	722AA 20730	BOEING 727227				FRAME	DENTED BS 660		11/7/97 AALA972195
TUL - STATION 660, STRINGER 24L TO 23L, BELTFRAME DENTED IN RADIUS, BOTH AREAS. REMOVED DAMAGE ON BELTFRAME PER SRM 51-40-3. FABRICATED AND INSTALLED DOUBLER PER SRM 57-40-3. (M)									
5311 AALA	722AA 20730	BOEING 727227				FRAME	DENTED BS 600		12/14/97 AALA972385
TUL - STATION 600, STRINGER 25L AND 24L, TOP FLANGE OF BELTFRAME DENTED, BULGING SIDE OF FRAME BETWEEN 24L AND 25L, DEEPLY DENTED OVER OUTBOARD EDGE OF 24L IN RADIUS OF BELTFRAME UPPER FLANGE. REMOVED DAMAGE PER SRM 51-40-3. FABRICATED DOUBLER AND INSTALLED PER SRM 51-40-1. (M)									

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5311 AALA	722AA 20730	BOEING 727227				FRAME	DAMAGED BS 700		11/7/97 AALA972198
TUL - STATION 700, STRINGER 23R, PREVIOUS REPAIR ON BELTFRAME HAS SLOTS CUT TO FACILITATE BEND UP TO FIT FRAME, THERE IS ONLY ONE ROW OF FASTENERS ON OUTER SIDES OF SLOTS, 53-40-10. REMOVED DAMAGE ON BELTFRAME STATION 700 PER SRM 51-40-3. FABRICATED AND INSTALLED DOUBLER PER SRM 53-10-4. (M)									
5311 AALA	722AA 20730	BOEING 727227				FRAME	DENTED BS 660		12/3/97 AALA972287
TUL - STATION 660, STRINGER 24R, BELTFRAME UPPER FLANGE DENTED, INCLUSIVE OF DEFORMATION TO VERTICLE FLANGE BEING BULGED BY DENT. REMOVED DAMAGED SECTION OF FRAME. FABRICATED AND INSTALLED DOUBLER PER SRM 51-40-3. (M)									
5311 AALA	722AA 20730	BOEING 727227				FRAME	DENTED BS 500		12/3/97 AALA972288
TUL - STATION 500 STRINGER 21R TO 20R, BELTFRAME UPPER FLANGE DENTED WITH CREASE INTO RADIUS. REMOVED DAMAGED SECTION, FABRICATED AND INSTALLED DOUBLER PER SRM 51-40-3. (M)									
5311 AALA	722AA 20730	BOEING 727227				FRAME	DENTED BS 500		12/3/97 AALA972289
TUL - STATION 500, BELT FRAME DENTED ABOVE PREVIOUS REPAIR, ABOVE STRINGER 22R. REMOVED PREVIOUS REPAIR, FABRICATED AND INSTALLED NEW DOUBLER PER SRM 51-40-3. (M)									
5311 AALA	722AA 20730	BOEING 727227				FRAME	DENTED BS 720		11/7/97 AALA972197
TUL - STATION 720, STRINGER 246, BELTFRAME DENTED UPPER FLANGE. INSTALLED DOUBLER PER SRM 51-40-3. (M)									
5311 AALA	722AA 20730	BOEING 727227				FRAME	DENTED BS 700		11/7/97 AALA972199
TUL - STATION 700, STRINGER 24R, BELTFRAME DENTED ON UPPER FLANGE, INTO RADIUS AND FORWARD FLANGE. REMOVED DAMAGE OF BELTFRAME STATION 700 PER SRM 51-40-3, FABRICATED AND INSTALLED DOUBLER STATION 700 STRINGER 24R PER SRM 53-10-4. (M)									
5311 AALA	722AA 20730	BOEING 727227				FRAME	DENTED BS 560		11/6/97 AALA972196
TUL - STATION 560, STRINGER 25L TO 23L, BELTFRAME HAS NUMEROUS DENTS IN UPPER FLANGE. REMOVED DAMAGE PER SRM 51-40-3, FABRICATED DOUBLER AND INSTALLED PER SRM 51-40-3. (M)									
5311 AALA	722AA 20730	BOEING 727227				FRAME	GOUGED BS 783		12/3/97 AALA972285
TUL - BELT FRAME STATION 783 DEEP TOOLING MARK BETWEEN STRINGERS 2 AND 3 RIGHT. INSTALLED DOUBLER ON BELTFRAME PER SRM 51-40-3. (M)									
5311 AALA	722AA 20730	BOEING 727227				FRAME	CORROSION BS 1130		12/10/97 AALA972375
TUL - FOUND CORROSION AT SCREW HOLES AND LOWER FLOORBEAM LOWER CAP. REMOVED CORROSION AND INSTALLED REPAIR DOUBLER PER SRM 51-10-6 AND ESO 11697, DATED 11/11/97. (M)									
5311 AALA	722AA 20730	BOEING 727227				FRAME	DENTED BS 520		12/9/97 AALA972389
TUL - STATION 520, STRINGER 23L, BELTFRAME DEEPLY DENTED. FABRICATED AND INSTALLED DOUBLER PER SRM 51-40-3. (M)									
5311 AALA	722AA 20730	BOEING 727227				FRAME	DENTED BS 580		12/6/97 AALA972386
TUL - STATION 580, STRINGER 25L TO 23L, BELTFRAME UPPER FLANGE DENTED, DENT AT 23L HAS CREASED RADIUS, DENT AT 25L HAS DENTED DOUBLER AT SPLICE. REMOVED DAMAGE PER SRM 51-40-3. FABRICATED AND INSTALLED DOUBLER PER SRM 51-40-3. (M)									

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5311 IPXA	928UP 19091	BOEING 72722C				FRAME	CORRODED BS 910		1/13/98 UPS98225435
INSPECTION TYPE-SI, WHILE WORKING CUSTOMER CARD 664487 INT 149 FOUND CORROSION AROUND FASTENER HOLES ON FRAME BS 910 LBL 29 WL 297. REMOVED CORROSION FABRICATED AND INSTALLED REPAIR PARTS IAW SRM 53-10-1, 53-10-4, 53-30-2, 51-20-0.									
5311 DALA	403DA 21147	BOEING 727232				FRAME	CRACKED BS 930		12/22/97 DL72S980053
STA 930 FRAME AT STR 14 FRAME CRACK AND VERTICAL SKIN STRAP CRACK AT SAME LOCATION. REMOVED FASTENERS AND CUT OUT REPAIR AREA PER SRM 53-10-4 PG 7. ALSO, PERFORMED DYE PENETRANT CHECK PER PS 900-6-3 NR 1. DYE CHECK OK. BEGAN DRILLING REPAIR ANGLES, FINISHED FABRICATING REPAIR ANGLES PER SRM 53-10-4 FIG 25. OK TO INSTALL. INSTALLED REPAIR PER SRM 53-10-4.									
5311 IPXA	214UP 21342	BOEING 7272A1				FRAME	CORRODED BS 720		1/9/98 UPS98225404
INSPECTION TYPE-SI, CORROSION ON FRAME BS 720D STR 10 TO 13 RT. REMOVED DAMAGED AREA AND INSTALLED REPAIR DOUBLER IAW SRM 51-40-3.									
5311 IPXA	214UP 21342	BOEING 7272A1				FRAME	DENTED BS 1130		1/8/98 UPS98225396
INSPECTION TYPE-SI, AFT CARGO BAY BS 1130 AT STR 26L FRAME IS DENTED. DENT FOUND OUT OF LIMITS PER SRM 51-30-1. FABRICATED REPAIR PARTS AND INSTALLED PER SRM 51-40-3 AND SRM 51-30-2.									
5312 FDEA	189FE 19082	BOEING 72722				BULKHEAD WEB 65192921	CORRODED BS 870		1/12/98 98FDEA00026
CORROSION (C53-132-02-1/2) IN NUMEROUS AREAS ON BS 870 BULKHEAD WEB OF CENTER WING SECTION.									
5312 AALA	845AA 20986	BOEING 727223				BULKHEAD WEB	CRACKED BS 870		11/17/97 AALA972191
TUL - STATION 870 BULKHEAD CRACKED AT CUTOUT FOR APU LOAD CONTROL VALVE. STOP DRILLED CRACK AND INSTALLED DOUBLER PER SRM 53-10-2 PAGE 261 (C). (M)									
5313 FDEA	189FE 19082	BOEING 72722				STRINGER 651838727	CORRODED BS 1080		1/7/98 98FDEA00010
CORROSION ON STR 29 LT KEEL BEAM LT BS 1080, WL 140.									
5313 AALA	875AA 21387	BOEING 727223				STRINGER	CORROSION BS 707-710		12/13/97 AALA972453
TUL - SKIN BULGED UNDER STRINGER 28 LEFT STATION 707-710, CORROSION ON STRINGER 28L, STATION 700-720, NO CORROSION ON SKIN. REMOVED DAMAGED SECTION OF STRINGER AND SPLICED IN A NEW ONE PER SRM 53-10-3 FIG 1 SEC 4. (M)									
5313 AALA	884AA 21523	BOEING 727223				STRINGER	CORRODED BS 1010-1018		11/20/97 AALA972222
TUL - STRINGER 29R CORRODED AT STATION 1010-1018. REMOVED CORRODED SECTION OF STRINGER STATION 1010 THROUGH 1018, STRINGER 29R. INSTALLED NEW SECTION OF STRINGER 29R STATION 1000 TO 1020. (M)									
5313 AALA	891AA 22007	BOEING 727223				STRINGER	CORRODED BS 695-715		10/27/97 AALA972042
TUL - FOUND STRINGER 27R CORRODED FROM FS 695 TO FS 715. REPLACED STRINGER SECTION. (M)									
5313 AALA	891AA 22007	BOEING 727223				STRINGER	CORRODED BS 695-704		10/25/97 AALA972041
TUL - FOUND STRINGER CHANNEL CORRODED AROUND FASTENERS BETWEEN STATION 695 TO STATION 704 STRINGER 28R. INSTALLED NEW STRINGER SECTION AND SPLICE IAW SRM 53-10-3. (M)									

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5313 AALA	722AA 20730	BOEING 727227				STRINGER	DENTED BS 465		12/3/97 AALA972286
TUL - FOUND STRINGER DENTED AT ATTACH POINT TO SKIN STATION 465 STRINGER 22L, DYE CHECKED FOUND TO BE CRACKED. CUT OUT DAMAGED SECTION OF STRINGER FABRICATED AND INSTALLED STRINGER REPAIR PER SRM 53-10-3. (M)									
5313 DALA	403DA 21147	BOEING 727232				STRINGER	CRACKED BS 542		12/20/97 DL72S980056
STR 18L, INDICATIONS FOUND 3 EA ON TOP ROW, 2ND HOLE FROM FRONT. ON BOTTOM ROW 1ST AND 3RD HOLE FROM FRONT. REFERENCE SUPPLEMENTAL CARD - ATTACHMENT A OPN 250. CLEANED HOLES. REAMED HOLE IN STRINGER 2ND HOLE FROM FRONT ON BOTTOM TO 542. BEGAN DRILLING REPAIR ANGLES PER M/M 53-12-0 SECT IV. COMPLETED FABRICATION OF REPAIR PER M/M 53-12-0 S IV. INSTALLED REPAIR PER M/M 53-12-0 S IV.									
5313 DALA	297WA 22534	BOEING 727247				STRINGER	CRACKED FUSELAGE		1/6/98 DL72W980061
AT HMV, FOUND STRINGER CRACKED INSIDE ACCESS 9504 ON RT SIDE 4TH BAY UP. FAB NEW REPAIR PER MM 55-30-00, INSTALLED PER MM 55-30-00 FIG 803.									
5313 KT3R	258US 19977	BOEING 727251				STRINGER	CRACKED BS 720C		12/1/97 98ZZZX181
DURING C-CHECK INSPECTION, STR 15L WAS NOTED CRACKED AT STA 720C.									
5314 AALA	722AA 20730	BOEING 727227				KEEL BEAM WEB	CRACKED BS 870-874		12/11/97 AALA972388
TUL - BS 870-874, RBL 6, WL 155-161, RIGHT KEEL BEAM WEB CRACKED AROUND NUMEROUS FASTENERS THROUGH 870 TO KEEL BEAM CHORD ANGLE REPAIR. REMOVED DOUBLER ON CHORD ANGLE FWD RIGHT SIDE OF APU AREA. MADE NEW DOUBLER INSTALLED WITH NEW FASTENERS PER SRM 51-40-4. INSTALLED WEB REPAIR PER SRM 51-40-2. (M)									
5315 FDEA	189FE 19082	BOEING 72722				FLOORBEAM 65163169	CORRODED BS 344		1/12/98 98FDEA00027
WHILE WORKING NR0408 FOUND CORROSION ON FLOORBEAM BS 344, RBL 17 OUT OF LIMITS AND DOUBLE HOLE DRILLED AT RBL 38, WL 208.									
5315 AALA	875AA 21387	BOEING 727223				FLOORBEAM	CORRODED BS 340		12/13/97 AALA972454
TUL - UNDERSIDE OF FLOORBEAM AT SEAT TRACK JUNCT, HOLES CORRODED, RIGHT OUTBOARD SEAT TRACK. REMOVED CORROSION FROM FLOORBEAM IAW SRM 51-10-6 OUT OF LIMITS. REPAIRED IAW AARD 53-10-07-2 FIG 1. (M)									
5315 AALA	875AA 21387	BOEING 727223				FLOORBEAM	CORRODED BS 380		12/13/97 AALA972443
TUL - STATION 380 FLOORBEAM 12 INCHES RBL TO RIGHT FWD SERVICE DOOR FRAME HAS CORROSION. INSTALLED REPAIR PER 53-10-6 ON FLOORBEAM. (M)									
5315 AALA	875AA 21387	BOEING 727223				FLOORBEAM	CORRODED BS 1177		12/13/97 AALA972455
TUL - CHORD ANGLE AT STATION 1177 CORRODED TOP AND BOTTOM RBL 27, SEE E58 0093393. REMOVED AND REPLACED CHORD ANGLE RBL 66 TO LBL 19 PER SRM 51-10-1, SEE E58 009 3393. (M)									
5315 IPXA	928UP 19091	BOEING 72722C				FLOORBEAM	CORRODED BS 420		1/12/98 UPS98225451
INSPECTION TYPE-SI, CORROSION FLOORBEAM BS 420, RBL 45 TO 60, WL 208 OF LOWER SIDE AT UPPER FLANGE. CUT OUT DAMAGED SECTION OF FLANGE AND ACCOMPLISHED REPAIR IAW SRM 53-10-8.									
5315 KT3R	258US 19977	BOEING 727251				FLOOR BEAM	CORRODED BS 460		12/1/97 98ZZZX180
DURING C-CHECK, CORROSION NOTED ON UPPER CHORD OF CABIN FLOOR BEAM. STA 460 FROM RBL 25 TO RBL 45.									

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5315 IPXA	214UP 21342	BOEING 7272A1				FLOORBEAM	CORRODED BS 950		1/8/98 UPS98225397
INSPECTION TYPE-SI, CORROSION AFT CARGO BAY ON FLOORBEAM, FWD LOWER FLANGE AT NUT PLATE BS 950F, LBL 12, WL 200. REMOVED DAMAGED SECTION AND INSTALLED DOUBLER AND TRIPLER ANGLE AND FILLER IAW SRM 53-10-8.									
5315 IPXA	214UP 21342	BOEING 7272A1				FLOORBEAM	CORRODED BS 1070		1/9/98 UPS98225403
INSPECTION TYPE-SI, CORROSION AFT CARGO BAY ON FLOORBEAM, FWD LOWER FLANGE UNDER NUT PLATES BS 1070, BL 0 TO LBL 10 WL 200. REMOVED DAMAGED SECTION AND REPAIRED LOWER FLANGE IAW SRM 53-10-8.									
5315 FDEA	212FE 22934	BOEING 7272S2F				FLOORBEAM	GOUGED BS 880		1/9/98 98FDEA00022
FLOORBEAM UPPER CHORD FWD SIDE LWR SURFACE GOUGED BS 880 RBL 55 WL 208. BLENDED OUT GOUGE, FABRICATED REPAIR STRAP FROM .071 7075-T6. INSTALLED STRAP PER AMERICAN AIRLINES REPAIR 53-10-07-2 FIG 1 3/20/96.									
5320 FDEA	189FE 19082	BOEING 72722				CHORD 65198622	CORRODED BS 294-350		1/7/98 98FDEA00011
CORROSION (C53-224-03 1/2) ON RT MID CHORD BS 315 TO 335, RBL 15, WL 169 WILL REQUIRE REMOVAL OF NOSE LANDING GEAR TO GAIN ACCESS.									
5320 FDEA	189FE 19082	BOEING 72722				CHORD 65198614	CORRODED BS 336		1/8/98 98FDEA00017
NR 0328 003 - CORROSION C53-111-03 1/2 ON RT LOWER NOSE CHORD BS 336 TO 350, RBL 17, WL 149.									
5320 FDEA	189FE 19082	BOEING 72722				CHORD 65198613	CORRODED BS 336		1/8/98 98FDEA00018
NR 0329 004 - CORROSION C53-111-03-1/2 ON LT LOWER NOSE CHORD BS 336 TO 350, LBL 17, WL 149.									
5320 AALA	845AA 20986	BOEING 727223				SHEAR TIE	CORRODED BS 599		11/17/97 AALA972188
TUL - FUSELAGE SKIN HAS BULGE JUST ABOVE STRINGER 26L SKIN LAP AT STATION 599 TO 601. REMOVED CORRODED SHEAR TIE AT STATION 600 , STRINGER 25L-26L AND REPLACED WITH NEW PER SRM 53-10-4. (M)									
5320 AALA	875AA 21387	BOEING 727223				SILL	CORRODED BS 414		12/13/97 AALA972449
TUL - BELOW CREASE ANGLE STATION 414R SILL WEB CORRODED, BOTTOM SIDE AROUND DRAIN LINE HOSE, FORWARD GALLEY DOOR CUTOUT. REMOVED AND REPLACED WEB IAW SRM 51-10-01. (M)									
5320 AALA	875AA 21387	BOEING 727223				DOUBLER	CORRODED BS 1010		12/13/97 AALA972448
TUL - FOUND CORROSION ON SKIN SPLICE DOUBLER ABOVE STRINGER 26R, STATION 1010. INSTALLED DOUBLER SPLICE REPAIR, ESO 11697, DATED 14 NOV. (M)									
5320 AALA	875AA 21387	BOEING 727223				SPLICE	CORRODED BS 1008		12/13/97 AALA972447
TUL - STRINGER 26L, UPPER SIDE CORRODED AT STATION 1008. REMOVED AND REPLACED STRINGER SPLICE PER SRM 53-10-3. (M)									
5320 AALA	875AA 21387	BOEING 727223				WEB	CORRODED BS 373-377		12/13/97 AALA972452
TUL - LOWER WEB CORRODED INBOARD STRINGER 17R STATION 373-377 AT CREASE ANGLE. REMOVED AND REPLACED WEB IAW SRM 51-10-1. (M)									

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5320 AALA	891AA 22007	BOEING 727223				VERT BEAM	CRACKED BS 1183		10/27/97 AALA972043
TUL - FOUND CRACK AT BOTTOM OF VERTICLE BEAM RBL 10 STATION 1183. INSTALLED DOUBLER PER SERVICE BULLETIN 727053-0175. (M)									
5320 AALA	722AA 20730	BOEING 727227				SPLICE	CRACKED BS 438		12/3/97 AALA972284
TUL - STRINGER SPLICE 21 RIGHT AT STATION 438 CRACKED. REPLACED STRINGER SPLICE PER SRM 53-30-3. (M)									
5320 IPXA	928UP 19091	BOEING 72722C				STIFFENER	CORRODED BS 255		1/12/98 UPS98225449
INSPECTION TYPE-SI, CORROSION ON HORIZONTAL STIFFENER AT BS 255, LBL 26, WL 165. ACCOMPLISHED EXTRUDED SECTION REPAIR IAW SRM 51-40-4.									
5320 IPXA	928UP 19091	BOEING 72722C				STIFFENER	CORRODED BS 255		1/13/98 UPS98225436
INSPECTION TYPE-SI, CORROSION (SDN C53-111-01.00-01) ON HORIZONTAL STIFFENER AT BS 255 RBL 26, WL 165. REMOVED CORROSION, FABRICATED AND INSTALLED REPAIR PARTS IAW SRM 53-10-1, 51-10-6.									
5321 TWAA	54342 21629	BOEING 727231				SEQUENCE VALVE 10605802	FAILED RT MLG DOOR		12/20/97 TWAA9715101
FLT MCI - FLT 297 - AFTER TAKEOFF, THE RIGHT MLG DOOR LIGHT REMAINED ON. REPLACED THE DOOR SAFETY VALVE MFG NR 1372-579788 AND THE GEAR OPERATED SEQ VALVE MFG NR 10-60580-2. (M)									
5330 AALA	845AA 20986	BOEING 727223				SKIN	CORRODED BS 1180		11/17/97 AALA972192
TUL - SKIN BULGED AT AFT EDGE OF THE AFT LAV SERVICE PANEL AT STATION 1180, STRINGER 20L TO 21L (FUSELAGE SKIN). REMOVED CORRODED SECTION OF SKIN AND INNER DOUBLER (AREA PREVIOUSLY WORKED). INSTALLED NEW INNER DOUBLER AND REPAIR DOUBLER WITH FILLER PER SRM 53-30-3 FIG 3. (M)									
5330 AALA	891AA 22007	BOEING 727223				SKIN	CORRODED BS 696		10/27/97 AALA972039
TUL - FUSELAGE SKIN CORRODED BETWEEN STRINGER 26R AND STRINGER 27R FS 696-697. CUT OUT CORROSION AND INSTALLED DOUBLER. (M)									
5330 IPXA	928UP 19091	BOEING 72722C				SKIN	GOUGE BS 499		12/29/97 UPS98225400
INSPECTION TYPE-SI, GOUGE ON INTERIOR SKIN BS 499, LBL 56, WL 177. REPAIRED GOUGE IAW SRM 53-30-01.									
5330 IPXA	928UP 19091	BOEING 72722C				SKIN	CRACKED BS 1218		12/29/97 UPS98225398
INSPECTION TYPE-SI, CRACK INDICATION NOTED IN RT 4 SECTION SKIN BS 1218.5, WL 220, AFT ROW MARKED IN RED. REPAIRED IAW SRM 53-30-3.									
5330 IPXA	928UP 19091	BOEING 72722C				SKIN	CRACKED BS 235.8		12/29/97 UPS98225399
INSPECTION TYPE-SI, CRACK INDICATION NOTED IN RT 41 SECTION SKIN, BS 235.8, WL 218.5 AFT ROW MARKED IN RED. REPAIRED IAW SRM 53-30-3.									
5330 IPXA	928UP 19091	BOEING 72722C				SKIN	CORRODED BS 680/682		12/29/97 UPS98225443
INSPECTION TYPE-SI, CORROSION (B727-5330-0509) SKIN LAP IS PILLOWING BS 680 TO 682 STR 19 LT. REPAIRED PER SRM 53-30-01.									

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5330 IPXA	928UP 19091	BOEING 72722C				SKIN	CORRODED BS 351		12/28/97 UPS98225448
INSPECTION TYPE-SI, MISSING AND DISHED FASTENERS ON EXTERIOR SKIN ABOVE NOSE JACK PAD AT LONGITUDINAL LAP, BS 351, RBL 70, WL 180. REPAIRED IAW EO B727-5330-0509 AND SRM 53-30-03.									
5347 IPXA	928UP 19091	BOEING 72722C				SEAT TRACK BAC15201432	CORRODED BS 340-480		12/31/97 UPS98225401
INSPECTION TYPE-SI, SEAT TRACK STA 340 TO 480 LBL 25 HAS CORROSION ON FLANGES AND A LOOSE BOLT AT STA 580. REMOVED CORROSION AND OUT OF LIMITS IAW SRM 53-10-1 AND REPLACED TRACK IAW SRM 51-30-8, 51-10-2, 51-20-151 MM AND SRM 51-30-2.									
5415 RAAA	831RV 19093	BOEING 72722C				FITTING 65187241	CRACKED BS 1243	3784	1/13/98 RAAA98B1001
DURING SCHEDULED AD 89-23-17 INSPECTION, FOUND NR 1 ENGINE AFT MOUNT SUPPORT FITTING CRACKED AT BS 1243, LBL 60. TWO CRACKS APPROX 1 IN EACH IN FITTING FWD SIDE UPPER FLANGE AND RADIUS. REPLACED AFT MOUNT SUPPORT FITTING PER S/B 727-54-0017 AND DWG 65C34829, M-54 NR 14.									
5520 AALA	875AA 21387	BOEING 727223				ANGLE	CORRODED LT ELEVATOR		12/13/97 AALA972442
TUL - FOUND CORROSION ON TOP OF HORIZONTAL STAB T/E ALONG LT ELEVATOR HINGE LINE, APPROX 5 INCHES LONG 2 INCHES WIDE. INSTALLED DOUBLER PER ESO 11697. (M)									
5711 FDEA	189FE 19082	BOEING 72722				SPAR CHORD 65185385	CORRODED BS 870		1/12/98 98FDEA00025
CORROSION (C53-132-02-1/2) ALONG VERTICAL FLANGE OF BS 870 UPPER SPAR CHORD WL 180, RBL 65- LBL 65.									
5711 AALA	845AA 20986	BOEING 727223				SPAR WEB	CRACKED BS 870		11/18/97 AALA972203
TUL - FOUND CRACK INDICATION APPROX RBL 5 INCHES ON UPPER REAR SPAR WEB. STOP DRILLED CRACK AND INSTALLED REPAIR STRAP AND FILLER PER ESO 11697, DATED 11/11/97. (M)									
5711 AALA	721AA 20729	BOEING 727227				SPAR WEB	CRACKED BS 870		10/28/97 AALA972065
TUL - WING CENTER SECTION REAR SPAR WEB BELOW UPPER CHORD, CRACK INDICATION PER ULTRASONIC INSPECTION AT LBL 12. INSTALLED RADIUS FILLER AND REPAIR FASTENERS PER ESO 11697 DATED 10/28/97. (M)									
5713 AALA	722AA 20730	BOEING 727227				STRINGER	CRACKED WS 656		12/3/97 AALA972290
TUL - LEFT WING UPPER AFT STRINGER CRACKED AT JUNCTION WITH WS 656 RIB. STOP DRILLED AND INST REPAIR ANGLES PER SB 727-57A159 REV 5. (M)									
5713 IPXA	928UP 19091	BOEING 72722C				STRINGER	CRACKED WS 656		1/13/98 UPS98225434
INSPECTION TYPE-SI, RW CRACK FOUND ON VENT STRINGER 13 FLANGE AT WS 656. ACCOMPLISHED VENT STRINGER REPAIR IAW UPS EO B727-5710-0314.									
5713 DALA	403DA 21147	BOEING 727232				STRINGER	CRACKED WS 546.5		12/23/97 DL72S980054
ITEM: LH WING HFEC INSP SHOWS CRACK INDICATION AT UPPER STRINGER-TO-RIB NO. 8 AT W.S. 546.5. CORRECTION: COMPLETED STEPS #1 THRU 4 PER MM 57-13-0 FIG 802. FINISHED DRILLING REPAIR ANGLES PER MM 57-13-0 FIG 802. OK TO INSTALL. BEGAN INSTALLING REPAIR PER MM 57-13-0. FINISHED INSTALLING REPAIR PER MM 57-13-0 FIG 802.									
5713 DALA	403DA 21147	BOEING 727232				STRINGER	CRACKED WS 656.6		12/23/97 DL72S980052
RIGHT WING STA 656.6 UPPER STRINGER TO RIB ATTACH IS CRACKED LOC AT FWD VENT BOX AFT LUG. PROVIDED CUTOUT IN VENT STRINGER FOR ACCESS AS PER DETAIL I M/M 57-13-0 PG 806. FORWARD ANGLE IN PLACE, NEED TO DRILL UP TO VENT BOX STRINGER. DRILLED UP FWD AND REPAIR PIECES PER MM 57-13-0. INSTALLED REPAIR PER M/M 57-13-0.									

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5713 DALA	403DA 21147	BOEING 727232				STRINGER	CRACKED WS 629		12/23/97 DL72S980051
RT WING HFEC INSP SHOWS CRACK INDICATION AT NO 13 STRINGER-TO-RIB HOLE AT WS 629.0. DRILLED ACCESS HOLE PER M/M 57-13-0. DRILLED REPAIR PARTS PER M/M 57-13-0. OK TO INSTALL. INSTALLED REPAIR PER M/M 57-13-0.									
5720 AALA	891AA 22007	BOEING 727223				ANGLE	CORRODED FS 195		10/27/97 AALA972040
TUL - LOWER CHORD ANGLE CORRODED/CRACKED AT 4 RIVETS FS 195. REMOVED CORROSION, ROUTED OUT AND CRACKED AREA. INSTALLED DOUBLER AND TRIPLER PER SRM 57-10-6. (M)									
5720 IPXA	928UP 19091	BOEING 72722C				BRACKET 69201122	CORRODED BS 740		12/31/97 UPS98225439
INSPECTION TYPE-SI, CORROSION (C53-132-01.00-02) ON EXPANSION LINK BS 740, LBL 13, WL 165. REMOVED AND REPLACED IAW SRM 51-10-1, 53-10-01, 51-10-01.									
5720 IPXA	928UP 19091	BOEING 72722C				BRACKET 69201122	CORRODED BS 740		1/12/98 UPS98225450
INSPECTION TYPE-SI, CORROSION ON EXPANSION LINK BS 740, RBL 13, WL 165. REMOVED AND REPLACED EXPANSION LINK SRM 51-10-1, 53-10-1, 51-30-2.									
5720 DALA	297WA 22534	BOEING 727247				ANGLE	CRACKED RT WING		12/31/97 DL72W980062
AT HMV, FOUND BOTH O/B AND LWR I/B ANGLES CRACKED NR 6 LE FLAP ACT MNT POINT. REMOVED ACT, STOP DRILLED CRACKS, FABED DOUBLER, INSTALLED PER MM 57-20-21 FIG 807.									
5751 IPXA	928UP 19091	BOEING 72722C				FITTING	CORRODED RT AILERON		1/4/98 UPS98225447
INSPECTION TYPE-SI, UPON REMOVAL OF THE R/W I/B AILERON FOUND THE CENTER HINGE FITTING AIM CORRODED. REMOVED AND REPLACED IAW OHM 57-50-01 AND MM 27-10-01.									
5753 DALA	8882Z 21579	BOEING 727225				ANGLE	CRACKED NR 1 TE MID FLAP		12/11/97 DL72S980058
AFT LOWER SPAR CHORD ANGLE IS CRACKED 22 FROM O/B END OF FLAP. REPAIRED PER M/M 57-52-0.									
5753 IPXA	928UP 19091	BOEING 72722C				TRACK 65327333	CORRODED NR 2 TE FLAP		12/30/97 UPS98225445
INSPECTION TYPE-SI, CORROSION (C57-581-06.00-03) NR 2 FLAP TRACK FWD ATTACH FITTING MOUNT LUG IS PITTED AND BUSHING IS MIGRATED. REMOVED AND REINSTALLED NEW FWD FITTING IAW SRM 51-30-2 AND OHM 20-50-03.									
5753 IPXA	928UP 19091	BOEING 72722C				TRACK 65192702	CORRODED NR 4 TE FLAP		1/4/98 UPS98225446
INSPECTION TYPE-SI, NR 4 FLAP TRACK 2 HOLES AT SPOILER BEAM ATTACH POINT HAVE PITTING CORROSION. REMOVED AND REPLACED TRACK IAW SRM 51-30-2, 51-30-5, 51-10-1.									
5753 IPXA	928UP 19091	BOEING 72722C				FITTING 653273416	CORRODED NR 8 TE FLAP		12/30/97 UPS98225440
INSPECTION TYPE-SI, NR 8 FWD FLAP TRACK FITTING CORRODED AT FLAP TRACK ATTACH LUG. FITTING WAS OUT OF LIMITS PER SRM AND REPLACED WITH NEW IAW SRM 51-30-2 AND OHM 20-50-03.									
5753 IPXA	928UP 19091	BOEING 72722C				TRACK 65192066	CORRODED NR 3 TE FLAP		12/30/97 UPS98225442
INSPECTION TYPE-SI, CORROSION (C57-581-06.00-03) NR 3 FLAP TRACK SPOILER BEAM MOUNT PAD CORRODED. REMOVED TRACK AND ROUTED TO MACHINE SHOP AND REWORK TRACK ON FAB NR 47285 AND OHM 57-40-1 AND PO NR IML244734, ILM244733 AND SRM 51-30-2 AND WILL BE REINSTALLED ON TC NR C57-581-04-3D WINGS 104.									

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5753 DALA	297WA 22534	BOEING 727247				SKIN	WORN NR 1 TE MID FLAP		1/6/98 DL72W980059
LEADING EDGE SKIN WORN 60 FROM O/B END OF FLAP. REPAIRED PER M/M 57-52-0 FIG 803.									
5754 IPXA	928UP 19091	BOEING 72722C				FITTING 659734711	CORRODED NR 4 LE FLAP		12/28/97 UPS98225437
INSPECTION TYPE-SI, NR 4 K-FLAP CENTER L/E HINGE FITTING IS CORRODED. REMOVED AND REPLACED PER SRM 51-30-2.									
5754 IPXA	928UP 19091	BOEING 72722C				RIB 692848212	CRACKED NR 6 LE FLAP		12/28/97 UPS98225438
INSPECTION TYPE-SI, NR 6 SLAT O/B RIB END 2ND IN FROM O/B END IS CRACKED. REMOVED AND REPLACED IAW SRM 51-30-2, 51-20-01.									
5754 DALA	403DA 21147	BOEING 727232				BRACKET	CRACKED NR 3 LE FLAP		12/20/97 DL72S980055
BRACKET CRACKED, ACT ATTACH BRACKET NR 3 KRUEGER FLAP OUTBD SIDE. BEGAN MANUFACTURING ANGLE REPAIR DOUBLER AS PER M/M 57-20-21 FIGURE 807. FINISH MFG ANGLE REPAIR DOUBLER PER MM 57-20-21 FIG 807. OK TO INSTALL DOUBLER. INSTALLED DOUBLER PER M/M 57-20-21 FIG 807.									
5754 DALA	403DA 21147	BOEING 727232				WEB	CRACKED NR 1 SLAT		12/22/97 DL72S980050
WEB CRACKED NR 1 SLAT ACTUATOR ATTACH HOUSING WEBS BOTH CRACKED I/B AND O/B SIDE. FABRICATED AND DRILLED I/B REPAIR PER M/M 57-54-0 FIG 804. FABRICATED AND DRILLED UP O/B REPAIR AS PER M/M 57-40-0 FIG 804. OK TO INSTALL. INSTALLED REPAIRS PER M/M 57-54-0 FIG 804.									
5754 DALA	419DA 21272	BOEING 727232				SKIN	CRACKED NR 4 LE SLAT		1/7/98 DL72S980063
NUMBER 4 L/E SLAT HAD A CRACK FROM THE FENCE MOUNTING BOLT HOLE. INSTALLED A REPAIR DOUBLER PER M/M 57-54-0.									
5754 DALA	507DA 21309	BOEING 727232			6516224101	RIB	CRACKED NR 1 LE FLAP		11/10/97 DL72L980045
THIRD FROM OUTBOARD RIB CRACKED, REPAIRED PER M/M 57-54-00.									
5754 IPXA	214UP 21342	BOEING 7272A1				BONDING JUMPER	CORRODED NR 5 LE FLAP		1/2/98 UPS98225402
INSPECTION TYPE-SI, NR 5 K-FLAP O/B LOWER BONDING JUMPER HAS CORROSION WHERE JUMPER ATTACHES. CORROSION FOUND OUT OF LIMITS PER SRM 57-50-01. CORROSION DAMAGE REMOVED AND STANDARD REPAIR COMPLETED PER SRM 57-50-3, SRM 51-20-2 AND SRM 51-30-00.									
5755 IPXA	928UP 19091	BOEING 72722C				SKIN	DELAMINATED NR 9 SPOILER		12/28/97 UPS98225441
INSPECTION TYPE-SI, NR 9 SPOILER HAS AN AREA OF DELAMINATION 6 IN FROM L/E AT I/B END. REPAIRED IAW SRM 57-50-6.									
7110 DALA	485DA 20865	BOEING 727232				SKIN	CRACKED NR 2 ENG INLET		1/6/98 DL72S980034
.5 INCH CRACK EXTENDING FROM NR 2 ENG DUCT HOUSING ACCESS PANEL 9524R. REPAIRED PER MM 54-30-0 P 803.									
7120 DALA	410DA 21222	BOEING 727232	PWA JT8D15			NUT BACN10JC12	MISSING NR 1 ENGINE		1/9/98 DL72K980064
***** FOUND DURING C-1 CHECK, UPPER ENGINE MOUNT CONE BOLT NUT MISSING AND BOLT BACKED OUT ABOUT .25 INCH. LOWER ENGINE MOUNT CONE BOLT NUT LOOSE, NO TORQUE STRIPS. DROPPED ENGINE AND REPLACED CONE BOLTS REF TRANS 4T216, OPN 5130, ERA 279520-14, SI 4-72242-12.									

***** DENOTES SIGNIFICANT OCCURRENCE

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7200 DALA	2809W 20581	BOEING 727247				ENGINE	BIRD STRIKE NR 1/2		1/9/98 DL72W980068
	A/C FLEW THROUGH FLOCK OF GEESE WILL BE REPLACED. NR 1 AND 2 ENGINES WILL BE REPLACED. NR 3 WILL BE BORESCOPED. NR 6 SLAT WILL BE REPLACED. RADOME AND RADAR ANT								
7510 FDEA	490FE 21493	BOEING 727227				ANTI-ICE VALVE	LEAKING NR 1 ENGINE		1/7/98 98FDEA00009
	ENGINE 1 STRUT OVERHEAT LIGHT CAME ON DURING CLIMBOUT. FOLLOWED THE RED TAB PROCEDURES AND LIGHT EXTINGUISHED. REMOVED AND REPLACED NR 1 ENGINE ANTI-ICE VALVE GASKET ON TOP SIDE OF VALVE. LEAK CHECK GOOD. REMOVED AND REPLACED NR 1 ENGINE STRUT OVERHEAT SENSE LINE PER MAINTENANCE MANUAL 26-14-1. GROUND RUN OPERATIONAL CHECK GOOD. RAN AIRCRAFT AT TAKEOFF POWER FOR 5 MINUTES NO DEFECTS NOTED.								
2530 SWAA	64SW 22062	BOEING 7372H4				COFFEEMAKER	INOPERATIVE AFT GALLEY		1/11/98 SWAA980030
	IN FLIGHT NOTED AN ELECTRICAL TYPE SMELL AT AFT GALLEY AREA. DISCONNECTED POWER TO COFFEEMAKERS. REPLACED AFT LOWER COFFEEMAKER PER BOEING M/M.								
2565 ASAA	743AS 21821	BOEING 737210C				BOTTLE	PRESS LOW R2 DOOR SLIDE		11/15/97 ASAA9710114
	ANC - DURING MAINTENANCE CHECK, THE R2 DOOR EVACUATION SLIDE PRESSURE WAS FOUND TO BE LOW. MAINTENANCE REPLACED THE R2 DOOR EVACUATION SLIDE AND GAUGE INDICATED NORMAL. (M)								
2565 SWAA	678AA 23290	BOEING 7373A4				SLIDE 1061323649	LOW PRESS AFT ENTRY		1/7/98 SWAA980007
	DURING SCHEDULED A1, FOUND AFT ENTRY EMERGENCY SLIDE PRESSURE BELOW SERVICEABLE LIMIT. REPLACED PER BOEING M/M.								
2565 SWAA	627SW 27935	BOEING 7373H4				SLIDE 61620468	DEPLOYED ENTRY DOOR		1/5/98 SWAA980004
	AT GATE, FWD ENTRY DOOR ESCAPE SLIDE ACCIDENTALLY DEPLOYED. REPLACED SLIDE ASSEMBLY PER BOEING M/M.								
2565 CALA	63305 23356	BOEING 7373T0				SLIDE D31591478	LOW PRESSURE R 1 DOOR	29833	1/8/98 CALA9800006
	INSPECTION FOUND THE R-1 DOOR SLIDE PRESSURE LOW. THE R-1 DOOR SLIDE WAS REMOVED AND REPLACED.								
2822 W8PA	950WP 23229	BOEING 737301				CIRCUIT BREAKER	TRIPPED BOOST PUMP		1/10/98 W8PA980008
	FUEL BOOST PUMP CIRCUIT BREAKER TRIPPED AFTER TAKEOFF. RETURNED TO DEN WITHOUT INCIDENT.								
3020 P2EA	5WM 22629	BOEING 737297	PWA JT8D17			ANTI ICE LINE	LOOSE NR 1 ENGINE		11/7/97 P2EA97073
*****	MCI - FLT 101 - NO EMERGENCY DECLARED. LANDING UNEVENTFUL. AT APPROXIMATELY 1,000 FEET AGL WHEN ENGINE ANTI-ICE WAS TURNED ON, LEFT THROTTLE WENT TO FULL FORWARD. IN ADDITION, WHEN DEPLOYING THRUST REVERSERS AFTER LANDING, LEFT ENGINE INDICATED AT LEAST 1.8 EPR IN THE FIRST DETENT. RIGHT ENGINE WAS INDICATING NORMAL AT 1.3 EPR. FOUND NR 1 ENGINE NOSE COWL ANTI-ICE LINE OFF OF VALVE. WHEN ENGINE ANTI-ICE WAS TURNED ON, THE LINE PUSHED ON THROTTLE LINKAGE ADVANCING THROTTLE. RECONNECTED ANTI-ICE LINE, RAN ENGINE, NO LEAKS NOTED. SYSTEM CHECKS GOOD. (X)								
3230 CALA	14233 19887	BOEING 737217				SOLENOID 1030874	INOPERATIVE E/E COMPT		1/12/98 CALA9800017
	THE LANDING GEAR HANDLE WOULD NOT GO PAST THE OFF DETENT AFTER TAKEOFF. THE OVERRIDE DID NOT WORK EITHER. THE AIRCRAFT WAS RETURNED TO GSO WHERE IT LANDED WITHOUT INCIDENT. MAINTENANCE FOUND THE M241 LEVER LATCH SOLENOID AT FAULT. THE SOLENOID WAS REPLACED IAW MM 32-31-31 AND WIRING DIAGRAM 32-31-01 AND OPERATION CHECKED GOOD. THE AIRCRAFT WAS JACKED AND A RETRACTION CHECK WAS PERFORMED WITH NO DEFECTS NOTED.								

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3230 F3LA	304FL 27633	BOEING 7373Q8				SOLENOID A42006028305	FAILED LANDING GEAR	2251	12/9/97 F3LA97163
DEN - FLT 55 - AIR TURN BACK. FLIGHT CREW REPORTED LANDING GEAR WOULD NOT RETRACT. AIRCRAFT RETURNED TO DEN AND LANDED WITHOUT INCIDENT. MAINTENANCE REPLACED LANDING GEAR CONTROL LEVER LOCK SOLENOID. RETRACTED GEAR SEVERAL TIMES AND CHECKED OKAY. TOTAL CYCLES: 1,138. X)									
3230 CALA	71314 23365	BOEING 7373T0				SENSOR	OUT OF ADJUST RT MLG		1/8/98 CALA9800007
THE LANDING GEAR WOULD NOT RETRACT AFTER TAKEOFF FROM IAH. THE GEAR HANDLE WOULD NOT GO PAST OFF POSITION. MAINTENANCE FOUND THE MAIN GEAR AIR SAFETY SENSOR OUT OF ADJUSTMENT. THE AIR SAFETY SENSOR WAS ADJUSTED/TESTED IAW MM 32-09-01 AND GEAR HANDLE OPERATION WAS GOOD.									
3260 CALA	69348 23586	BOEING 7373T0				LOGIC CARD 655825029	INOPERATIVE LANDING GEAR		1/12/98 CALA9800016
THE RT MLG INDICATION WAS SHOWING RED AND GREEN AFTER GEAR RETRACTION. THE GEAR WAS CYCLED AND THE RED LIGHT EXTINGUISHED. THE RED LIGHT ILLUMINATED INTERMITTENTLY DURING FLIGHT. MAINTENANCE FOUND THE M986 LOGIC CARD AT FAULT. THE M986 LOGIC CARD WAS REMOVED AND REPLACED AND OPERATIONAL CHECKS WERE GOOD IAW MM 32-09-20.									
3350 ASAA	744AS 21822	BOEING 737210C				RECEIVER 883200312	INOPERATIVE CABIN		11/25/97 ASAA9710117
ANC - AFTER RECON WAS COMPLETED, THE EMERGENCY EXIT FLOOR TRACK LIGHTS WERE FOUND TO BE INOPERATIVE AT ROWS 18 AND 19. REPLACED RECEIVER AND LIGHTS OPERATED NORMALLY. (M)									
3350 ASAA	730AS 22577	BOEING 737290C				BATTERY PACK 8821004	DISCHARGED CABIN		11/30/97 ASAA9710118
ANC - DURING MAINTENANCE CHECK, THE EMERGENCY EXIT FLOOR TRACK LIGHTS WERE FOUND TO BE INOPERATIVE ON SEAT PALLETT 4-3. REPLACED BATTERY PACK AND LIGHTS OPERATED NORMALLY. (M)									
3350 ASAA	730AS 22577	BOEING 737290C				BATTERY PACK 8821004	DISCHARGED CABIN		11/6/97 ASAA9710112
ANC - DURING RECON, THE EMERGENCY EXIT TRACK LIGHTS WERE FOUND INOPERATIVE AT SEAT PALLET 6-10. REPLACED BATTERY PACK AND LGIHTS OPERATED NORMALLY. (M)									
3350 ASAA	742AS 23136	BOEING 737290C				BATTERY 8621014	DISCHARGED CABIN		11/23/97 ASAA9710116
SEA - PRIOR TO FLIGHT 61, THE SMOKE BARRIER EXIT LIGHT WAS FOUND TO STAY ILLUMINATED. REPLACED BATTERY AND LIGHT OPERATED NORMALLY. (M)									
3350 AWXA	147AW 22630	BOEING 737297				LIGHT	LOOSE CABIN		12/26/97 AWXA9700707
PST DECK EMERGENCY EXIT LIGHT INOP. REPLACED LIGHT ASSY, GRD OPS OK. STC NR SA3432NM									
3350 AWXA	147AW 22630	BOEING 737297				WIRES	LOOSE CABIN		1/6/98 AWXA9800003
SEAT 1L EMERGENCY LIGHT INOP. RECONNECTED WIRE HARNESS, OPS GOOD. STC NR SA3432NM									
3350 ASAA	745AS 20794	BOEING 737298C				RECEIVER 883200312	DISCHARGED CABIN		11/11/97 98ZZZM64
SEA - DURING MAINTENANCE CHECK, THE EMERGENCY EXIT FLOOR TRACK LIGHT BATTERY PACKS AT THE LAST ROW AND ROW 14 WERE FOUND TO BE INOPERATIVE. REPLACED BATTERY PACKS AND RECEIVERS AND LIGHTS OPERATED NORMALLY. (M)									
3350 ASAA	745AS 20794	BOEING 737298C				BATTERY PACK 8821004	DISCHARGED CABIN		11/11/97 ASAA9710113
SEA - DURING MAINTENANCE CHECK, THE EMERGENCY EXIT FLOOR TRACK LIGHT BATTERY PACKS AT THE LAST ROW AND ROW 14 WERE FOUND TO BE INOPERATIVE. REPLACED BATTERY PACKS AND RECEIVERS AND LIGHTS OPERATED NORMALLY. (M)									

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3350 SWAA	63SW 22061	BOEING 7372H4				LIGHT	INOPERATIVE CABIN		1/3/98 SWAA980005
DURING SCHEDULED D-CHECK, FOUND FWD LT EMERGENCY FLASHLIGHT INOP. REPLACED PER BOEING M/M.									
3350 E9WA	220US 20453	BOEING 7372H5				LIGHT 1000679	DAMAGED L2 DOOR		12/10/97 98ZZZM79
L2 DOOR EMERGENCY EXITLIGHT DAMAGED DURING REAR STAIR EXTENSION DURING TRAINING EXCERISE. UNIT WAS REPLACED WITH FLT COMPT EMERGENCY EXIT LIGHT, DUE PART NIS. FLT COMPT EMERGENCY EXIT LIGHT WAS MEL'D. AIRCRAFT RELEASED PER MEL 33-15 AND FLT COMPT. EMERGENCY EXIT LIGHT WAS REPLACED ON 12-11-97. (M)									
3350 E9WA	221US 20454	BOEING 7372H5				LIGHT 1000679	INOPERATIVE CABIN		12/12/97 98ZZZM80
FORWARD ENTRY DOOR EMERGENCY EXIT LIGHT INOP, FOUND ON RON MAINTENANCE CHECK. REPLACED LIGHT ASSY, OPS CHECK GOOD. (M)									
3350 AWXA	172AW 23631	BOEING 73733A				LIGHT	LOOSE CABIN		1/6/97 AWXA9800010
ROW 22 RIGHT BULLNOSE EMERGENCY LIGHT INOP. PLACED ON MEL 33-15 C/N 9579 RESECURED LIGHT. CLEARED MEL 33-15 MX NOTIFIED STC NR SA3432NM.									
3350 W8PA	945WP 24212	BOEING 7373K9				WIRE	LOOSE CABIN		1/12/98 W8PA980010
DURING SERVICE CHECK, FOUND EMERGENCY TRACK LIGHTING INOP AT ROW 2 AND 4. SECURED LOOSE WIRES, OPS CHECK GOOD.									
3350 W8PA	956WP 24299	BOEING 7373Q8				CONNECTOR	DISCONNECTED CABIN		12/22/97 W8PA971587
DEN - TRACK LIGHT AT ROW 18 IS INOP. REATTACHED LIGHT, OPS CHECK GOOD.									
3350 W8PA	962WP 23748	BOEING 7373Y0				COVER 5872	DETACHED CABIN		1/11/98 W8PA980009
EMERGENCY PATH LIGHTING COVER IS DETACHED AT THE OVERWING EXITS. REINSTALLED EMERGENCY TRACK COVER, OPS CHECK GOOD.									
3350 ASAA	754AS 25095	BOEING 7374Q8				WIRING	DISCONNECTED CABIN		11/18/97 ASAA9740088
SEA - DURING MAINTENANCE CHECK, ONE EMERGENCY EXIT FLOOR TRACK LIGHT WAS FOUND INOPERATIVE AT THE FORWARD EXIT. RECONNECTED WIRING AND OPERATED NORMALLY. (M)									
3350 ASAA	765AS 25102	BOEING 7374Q8				WIRING	DISCONNECTED CABIN		11/19/97 ASAA9740089
SEA - DURING MAINTENANCE CHECK, THE EMERGENCY EXIT FLOOR TRACK LIGHTS WERE FOUND TO BE INOPERATIVE FROM ROW 26 AFT. RECONNECTED WIRING AND LIGHTS OPERATED NORMALLY. (M)									
3350 ASAA	772AS 25105	BOEING 7374Q8				LIGHT 8100022607	INOPERATIVE CABIN		11/29/97 ASAA9740093
SEA - DURING MAINTENANCE CHECK, THE FORWARD 2 RED EMERGENCY EXIT FLOOR TRACK LIGHTS WERE FOUND TO BE INOPERATIVE. REPLACED LIGHT ASSEMBLIES AND LIGHTS OPERATED NORMALLY. (M)									
3350 ASAA	786AS 24795	BOEING 7374S3				LIGHT 8100022607	INOPERATIVE CABIN		11/22/97 ASAA9740090
SEA - DURING MAINTENANCE CHECK, THE FORWARD 2 RED EMERGENCY EXIT LIGHTS WERE FOUND TO BE INOPERATIVE. REPLACED SECOND LIGHT ASSEMBLY AND LIGHTS OPERATED NORMALLY. (M)									

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3350 ASAA	786AS 24795	BOEING 7374S3				WIRING	DISCONNECTED CABIN		11/25/97 ASAA9740092
SEA - DURING MAINTENANCE CHECK, THE FWD 2 RED EMERGENCY EXIT LIGHTS AND THE EMERGENCY EXIT LIGHTS FROM ROW 27 AFT WERE FOUND TO BE INOPERATIVE. RECONNECTED WIRING AT BOTH LOCATIONS AND LIGHTS OPERATED NORMALLY. (M)									
4910 ASAA	746AS 23123	BOEING 7372X6C				APU INLET	WORN BS 1064		12/1/97 ASAA9710126
SEA - DURING C-CHECK, THE APU INLET JAMB ASSEMBLY AFT OF THE INLET CUTOUT AT BS 1064 RT SIDE WAS FOUND TO HAVE 3 LOOSE BOLTS AND ELONGATED HOLES. REPAIRED PER EA 5310-01563. (M)									
5210 ASAA	768AS 27082	BOEING 737490				MECHANISM	LACK OF LUBE L1 DOOR		12/2/97 ASAA9740095
OAK - PRIOR TO FLT 469 - THE L1 DOOR HANDLE WAS FOUND TO BE HARD TO CLOSE. LUBED AND CYCLED DOOR, OPERATED NORMAL. (M)									
5245 ASAA	746AS 23123	BOEING 7372X6C				DOOR 6548685115	WORN A/C BAY		12/1/97 ASAA9710119
SEA - DURING C-CHECK, THE LEFT AIR CONDITIONING BAY DOOR ALUMINUM FOIL PLY WAS FOUND TO BE WORN AT VARIOUS LOCATIONS. REPAIRED PER EA 5240-01026 AND BOEING TELEX ASA-SEA-97-0443RR. (M)									
5245 ASAA	746AS 23123	BOEING 7372X6C				DOOR 6548685116	WORN A/C BAY		12/1/97 ASAA9710120
SEA - DURING C-CHECK, THE RIGHT AIR CONDITIONING BAY DOOR ALUMINUM FOIL PLY WAS FOUND TO BE WORN AT VARIOUS LOCATIONS. REPAIRED PER EA 5240-01026 AND BOEING TELEX ASA-SEA-97-0443RR. (M)									
5260 ASAA	746AS 23123	BOEING 7372X6C				FITTING 65566562	CORRODED AFT AIRSTAIR		12/1/97 ASAA9710121
SEA - DURING C-CHECK, CORROSION WAS FOUND ON THE AFT AIRSTAIR FORWARD TRANSMISSION MOUNT BRACKET FITTING. REPAIRED PER EA 5260-01064 BOEING TELEX ASA-SEA-97-0469RR. (M)									
5260 ASAA	746AS 23123	BOEING 7372X6C				HINGE 655575511	GOUGED BS 986.5		12/1/97 ASAA9710122
SEA - DURING C-CHECK, A GOUGE WAS FOUND ON THE AFT AIRSTAIR, AFT UPPER HINGE, INBOARD FLANGE. REPAIRED PER EA 5260-01065 AND BOEING TELEX ASA-SEA-96-0166RR. (M)									
5311 USAA	228US 21817	BOEING 737201				FRAME	CRACKED BS 360	48667	12/7/97 USAA970362
INT - DURING Q-3 CHECK VISUAL INSPECTION, FOUND 3 INCH CRACK BS 360 2 INCH ABOVE STRINGER 20R FRAME. INSTALLED DOUBLER, REPAIRED PER SRM 53-10-2 AND SRM 51-40-3. (M)									
5311 AWXA	179AW 22646	BOEING 737277				FRAME	CRACKED BS 294		12/12/97 AWXA9800005
DURING SCHEDULED C-16 INSPECTION, FOUND FWD GALLEY FWD FRAME AND FWD ATTACH ANGLE CORRODED AND CRACKED. REPAIRED FRAME FWD GALLEY DOOR PER SRM 51-40-3. LOCATION BS 294, RBL 56, WL 208.									
5311 SWAA	63SW 22061	BOEING 7372H4				FRAME	CRACKED BS 639		1/8/98 SWAA980029
DURING SCHEDULED D-CHECK, FOUND I/B FRAME CHORD CRACKED AT FASTENER HOLE LT, S16, BS 639. REPLACED PER BOEING SRM.									
5311 SWAA	63SW 22061	BOEING 7372H4				FRAME	CRACKED FUSELAGE		1/8/98 SWAA980027
DURING SCHEDULED D-CHECK, FOUND FUSELAGE FRAMES CRACKED AT BS 663, AT S5L, AT BS 304, LBL 65, AND AT BS 291, S12R. REPAIRED PER BOEING SRM.									

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5311 SWAA	63SW 22061	BOEING 7372H4				FRAME	GOUGED BS 500		1/7/98 SWAA980011
DURING SCHEDULED D-CHECK, FOUND FUSELAGE FRAME AT BS 500A GOUGED. REPAIRED PER BOEING SRM.									
5311 SWAA	63SW 22061	BOEING 7372H4				FRAME	DENTED BS 500		1/7/98 SWAA980010
DURING SCHEDULED D-CHECK, FOUND MULTIPLE DENTS IN FUSELAGE FRAME AT BS 500. REPAIRED PER BOEING SRM.									
5312 SWAA	63SW 22061	BOEING 7372H4				BULKHEAD	CRACKED BS 178		1/7/98 SWAA980008
DURING SCHEDULED D-CHECK, FOUND BS 178 BULKHEAD CRACKED BELOW FASTENER AT WL 234, LBL 15.5 AND AT RBL 9.5. REPAIRED PER BOEING SRM.									
5313 USAA	228US 21817	BOEING 737201				STRINGER	CORRODED BS 370	48667	12/7/97 USAA970361
INT - DURING Q-3 CHECK VISUAL INSPECTION, FOUND 1 INCH BY 3 INCH CORRODED AREA BS 370 STRINGER 27R ON SIDE OF STRINGER. INSTALLED STRINGER REPAIR, REPAIRED PER SRM 53-10-3 FIG 1. CORROSION TASK NR C53-202-01, CORRSION LEVEL 1. (M)									
5313 SWAA	63SW 22061	BOEING 7372H4				STRINGER	CRACKED BS 494		1/7/98 SWAA980009
DURING SCHEDULED D-CHECK, FOUND STRINGER 22R CRACKED AT BS 494. REPLACED DAMAGED SECTION PER BOEING SRM.									
5315 USAA	228US 21817	BOEING 737201				FLOORBEAM	CORRODED BS 947	48667	12/7/97 USAA970364
INT - DURING Q-3 CHECK VISUAL INSPECTION, FOUND CORROSION ON FLOORBEAM UPPER CHORD BS 947 LBL 41 TO LBL 48. INSTALLED BEAM SPLICE, REPAIRED EPR TR 53-10-05C. CORROSION TASK NR C53-107-02, CORROSION LEVEL 1. (M)									
5315 TSAA	821AL 23155	BOEING 737230C				FLOOR BEAM	CORROSION BS 328		10/2/97 TSAA9753251
DURING HEAVY MAINTENANCE VISIT, DISCOVERED CORROSION ON BS 328 FLOOR BEAM UPPER CHORD AT LBL 11.0. REPAIRED PER ECO 2850 CORROSION BLEND-OUT. AIRCRAFT RETURNED TO SERVICE. TAT: 27,890.42 HOURS. TAC: 27,480. (X)									
5315 ASAA	746AS 23123	BOEING 7372X6C				FLOORBEAM 65498851	CORRODED BS 986.5		12/1/97 ASAA9710125
SEA - DURING C-CHECK, CORROSION WAS FOUND ON THE FLOORBEAM UPPER TEE CHORD AT BS 986.5. REPAIRED PER EA 5310-01562. (M)									
5315 ASAA	746AS 23123	BOEING 7372X6C				FLOORBEAM 6549945502	CORRODED BS 259.5		12/1/97 ASAA9710123
SEA - DURING C-CHECK, CORROSION WAS FOUND ON THE FLOORBEAM UPPER AFT CHORD AND ON THE UPPER EDGE OF THE VERTICAL WEB AT BS 259.5. REPAIRED PER EA 5310-01560 AND BOEING TELEX ASA-SEA-95-0224RR. (M)									
5315 ASAA	746AS 23123	BOEING 7372X6C				FLOORBEAM 65498851	CORRODED BS 986.5		12/1/97 ASAA9710124
SEA - DURING C-CHECK, THE CLIP NUTS WERE FOUND CORRODED ON THE FLOORBEAM AT STATION 986.5, RBL 25. REPAIRED PER EA 5310-01561. (M)									
5320 AWXA	179AW 22646	BOEING 737277				CREASE BEAM	CORROSION BS 312-360		12/13/97 AWXA9800006
DURING SCHEDULED C-16 INSPECTION, FOUND CORROSION ON CREASE BEAM BS 312 WL 208 RBL 54. REMOVED AND REPLACED CREASE BEAM AT BS 312 TO 360 WL 208 PER SRM 51-30-5, 51-40-2.									

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5320 AWXA	179AW 22646	BOEING 737277				CREASE BEAM 654587545	CORRODED BS 312-340		12/11/97 AWXA9800004
DURING SCHEDULED C-16 INSPECTION, FOUND CORROSION ON CREASE BEAM BS 312 TO 340 LBL 54 WL 208. REMOVED AND REPLACED CREASE BEAM FROM BS 312 TO 340 WL 208 RBL 55 PER SRM 51-30-2, 51-40-2.									
5320 ASAA	740AS 22578	BOEING 737290C				SILL	CRACKED SILL		11/16/97 ASAA9710115
ANC - DURING GROUND OPERATIONS, THE AIRCRAFT WAS DAMAGEDBY A FORKLIFT AT THE MAIN CARGO DOOR LOWER SILL WEB. THE DAMAGE TO THE WEB WAS A PUNCTURE 5.5 INCHES LONG, FROM WHICH CRACKS EMINATED. THE AIRCRAFT WAS FERRIED TO SEA WHERE THE DAMAGE WAS REPAIRED PER EA 5310-01559 AND BOEING TELEX ASA-SEA-97-0464RR. (M)									
5320 SWAA	63SW 22061	BOEING 7372H4				SHEAR TIE	CRACKED BS 520		1/8/98 SWAA980025
DURING SCHEDULED D-CHECK, FOUND SHEAR TIE CRACK INDICATION AT BS 520, AT S16L-17L, AND AT BS 967, AT S8L. REPAIRED PER BOEING SRM.									
5320 SWAA	63SW 22061	BOEING 7372H4				CHANNEL	CRACKED BS 361		1/8/98 SWAA980026
DURING SCHEDULED D-CHECK, FOUND U-CHANNELS CRACKED AT BS 361 S3L, AT BS 360, LBL 254, 69 AND 63. REPLACED PER BOEING SRM.									
5320 SWAA	63SW 22061	BOEING 7372H4				CHORD	CRACKED BS 178		1/7/98 SWAA980013
DURING SCHEDULED D-CHECK, FOUND BS 178 SIDE CHORD CRACKED AT BS 178 LT SIDE, WL 195 TO 194. REPAIRED PER BOEING SRM.									
5320 SWAA	63SW 22061	BOEING 7372H4				CLIP	CRACKED BS 520/500		1/7/98 SWAA980012
DURING SCHEDULED D-CHECK, FOUND STRINGER CLIPS CRACKED AT BS 360, S9L, AT BS 520, S19L AT BS 294, LBL 52, AT BS 400, AT S28L, AT BS 277, WL 223, AND AT BS 500A, S26L. REPAIRED PER BOEING SRM.									
5320 SWAA	335SW 23939	BOEING 7373H4				STRAP	CRACKED BS 312		1/1/98 SWAA980018
DURING SCHEDULED BC1 CHECK, FOUND FLOORBEAM SUPPORT STRAP CRACKED AT BS 312, AT BL 0 AND RBL 33 AND 46. REPAIRED PER BOEING SRM.									
5330 USAA	228US 21817	BOEING 737201				SKIN	CORRODED BS 727	48667	12/7/97 USAA970360
INT - DURING Q-3 CHECK VISUAL INSPECTION, FOUND BULGE IN 2 PLACES LOWER FUSELAGE SKIN BS 727 PLUS 16 INCHES, 6 INCHES LBL AND 6 INCHES RBL. INSTALLED DOUBLER, REPAIRED PER SRM53-30-3 FIG 6. (M)									
5330 USAA	256AU 22798	BOEING 737201				SKIN	CRACKED SERVICE DOORWAY	39636	12/6/97 USAA970365
ROA - DURING CX-6 CHECK VISUAL CHECK INSPECTION, FOUND .1875 INCH BY .75 INCH CRACK AFT SERVICE DOOR LOWER HINGE CUTOUT FUSELAGE SKIN. REMOVED CRACKED AND INSTALLED DOUBLER, REPAIRED SRM 53-30-3 FIG 33. (M)									
5330 SWAA	23SW 21338	BOEING 7372H4				SKIN	CRACKED BS 470		1/8/98 SWAA980023
DURING SCHEDULED SC CHECK, FOUND A FUSELAGE SKIN CRACK AT LAP JOINT BS 470, AT S14L, AT BS 480, AT S10L, AND AT BS 490, AT S14L. REPAIRED ALL PER BOEING SRM.									
5330 SWAA	55SW 21593	BOEING 7372H4				SKIN	CRACKED BS 775		1/10/98 SWAA980022
DURING SCHEDULED TERMINAL CHECK, FOUND A FUSELAGE SKIN CRACK AT BS 775, AT S10. REPAIRED PER BOEING SRM.									

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5330 SWAA	63SW 22061	BOEING 7372H4				SKIN	CRACKED BS 400		1/8/98 SWAA980024
DURING SCHEDULED D-CHECK, FOUND FUSELAGE SKIN CRACK INDICATION AT BS 400, AT S5L TO 6L. REPAIRED PER BOEING SRM.									
5330 SWAA	63SW 22061	BOEING 7372H4				SKIN	DENTED BS 205-270		1/7/98 SWAA980016
DURING SCHEDULED D-CHECK, FOUND FUSELAGE SKIN DENTED AT 446, 4 BELOW S17R, AT BS 205, 10 BELOW S19R, AT BS 270, LBL 24 TO 34, AND AT B S227, 6 BELOW S24R. REPAIRED PER BOEING SRM.									
5330 SWAA	63SW 22061	BOEING 7372H4				SKIN	DENTED BS 392-400		1/7/98 SWAA980015
DURING SCHEDULED D-CHECK, FOUND FUSELAGE SKIN DENTED AND CREASED AT 392 TO 400, AND AT BS 387, AT S23R. REPAIRED PER BOEING SRM.									
5330 SWAA	63SW 22061	BOEING 7372H4				SKIN	DENTED BS 993-1006		1/8/98 SWAA980028
DURING SCHEDULED D-CHECK, FOUND FUSELAGE SKIN DENTED AT BS 993 TO 1006, ABOVE S14L. REPAIRED PER BOEING SRM.									
5330 SWAA	63SW 22061	BOEING 7372H4				SKIN	DENTED BS 308		1/7/98 SWAA980014
DURING SCHEDULED D-CHECK, FOUND FUSELAGE SKIN DENTED AT 308, 3 BELOW S19R, AT BS 893, BETWEEN S22 AND 23L, AT BS 197, 10 BELOW S19R, AT BS 500B+5, AND AT BS 890, ABOVE S20L. REPAIRED PER BOEING SRM.									
5330 DALA	367DL 21774	BOEING 7372S3				SKIN 6545775581	CRACKED BS 727		1/6/98 DL73E980037
FUSELAGE/SKIN, FS 727A-727B, S-16R-17R, REPAIRED FOR SKIN CRACKS. THE FUSELAGE SKIN BETWEEN FS 727A AND 727B AND BETWEEN STRINGER 16R AND 17R WAS FOUND WITH A 3.25 LONG CRACK AND A 2.25 LONG CRACK. THE CRACKS WERE CUT OUT AND A REPAIR DOUBLER WAS INSTALLED PER ER/A 363613-14, REV A.									
5330 SWAA	702ML 22054	BOEING 7372T4				SKIN	CRACKED BS 760/727		1/5/98 SWAA980017
DURING SCHEDULED T/C CHECK, FOUND FUSELAGE SKIN CRACKED AT BS 760 AT S17L, 3 AFT OF EXISTING DOUBLER AND AT BS 727C, AT S16R BETWEEN EXISTING DOUBLER. REPAIRED BOTH PER BOEING SRM.									
5330 SWAA	309SW 22948	BOEING 7373H4				SKIN	CRACKED BS 911-913		1/3/98 SWAA980006
DURING SCHEDULED CHECK, FOUND FUSELAGE SKIN CRACKED AT BS 911 TO 913 JUST BELOW S23L. REPAIRED PER BOEING SRM.									
5330 SWAA	325SW 23689	BOEING 7373H4				SKIN	CRACKED FUSELAGE		1/1/98 SWAA980021
DURING SCHEDULED C1 CHECK, FOUND A FUSELAGE SKIN CRACK AT AFT SERVICE DOOR UPPER HINGE CUTOUT UPPER FWD CORNER. REPAIRED PER SWA RA 1-353-1746.									
5330 SWAA	335SW 23939	BOEING 7373H4				SKIN	CRACKED BS 747		1/1/98 SWAA980019
DURING SCHEDULED BC1 CHECK, FOUND A 4 FUSELAGE SKIN CRACK 4 FWD OF OS BS 747, S26R. REPAIRED PER BOEING SRM.									
5330 SWAA	335SW 23939	BOEING 7373H4				SKIN	CRACKED FUSELAGE		1/1/98 SWAA980020
DURING SCHEDULED BC1 CHECK, FOUND A 1.5 FUSELAGE SKIN CRACK AT E&E COOLIN AND DUCT CUTOUT. REPAIRED PER BOEING SRM.									

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5720 AWXA	150AW 23218	BOEING 7373G7				BEAM	CRACKED LT WING TE		12/16/97 AWXA9700697
LEFT TRAILING EDGE BEAM CRACKED BEYOND LIMITS. REMOVED AND REPLACED LEFT TRAILING EDGE BEAM ASSY.									
5753 ASAA	746AS 23123	BOEING 7372X6C				SKIN 6571909128	GOUGED LT TE MIDFLAP		12/1/97 ASAA9710127
SEA - DURING C-CHECK, THE RIGHT OUTBOARD MIDFLAP LEADING EDGE WAS FOUND TO BE GOUGED. REPAIRED PER EA 5750-01261, BOEING TELEX ASA-SEA-97-470RR, AND ASA-SEA-97-0471RR. (M)									
5753 ASAA	746AS 23123	BOEING 7372X6C				SPAR 69449933	GOUGED LT TE MID FLAP		12/1/97 ASAA9710128
SEA - DURING C-CHECK, THE LEFT INBOARD FLAP SHIELD WAS FOUND TO BE GOUGED. REPAIRED PER EA 5750-01262. (M)									
5754 P2EA	209US 19548	BOEING 737222				SKIN	CRACKED NR 5 LE SLAT		12/5/97 P2EA97095
SJO - DURING C-CHEC, FOUND NR 5 L/E SLAT HAS A LOOSE RIVET AND A CRACK IN THE SLAT SKIN, LOWER SURFACE LEADING EGE AT OUTBOARD AUXILLARY TRACK. REPAIRED NR 5 SLAT LEADING EDGE LOWER SKIN CRACK AND LOOSE RIVET IAW COOPESA EO COO-3-57-557-97, DATED 12-10-97 AND COOPESA DWG 357-459-97, DATED 12/10/97. (M)									
3230 NWAA	608US 19785	BOEING 747151				RETRACT MECH	LACK OF LUBE LANDING GEAR		1/7/98 9800386608
DURING CLIMB, THE RED LANDING GEAR LIGHT ILLUMINATED AND BOTH THE PRIM AND ALT GEAR INDICATED R BODY DOWN. RECYCLED LANDING GEAR. AIRCRAFT CONTINUED TO DESTINATION AND LANDED WITHOUT INCIDENT. LUBRICATED RIGHT BODY LANDING GEAR MECHANISM. OPERATIONAL CHECK GOOD.									
3320 NWAA	632US 23112	BOEING 747251B				CONNECTOR	SHORTED CABIN		1/10/98 9800546632
DURING CRUISE, SMOKE OCCURRED ABOVE SEAT 4JK. FLIGHT CREW UTILIZED PORTABLE EXTINGUISHER TO ELIMINATE SMOKE. FLIGHT CREW NOTICED CIRCUIT BREAKER HAD POPPED AND DID NOT RESET. AIRCRAFT CONTINUED TO DESTINATION AND LANDED WITHOUT INCIDENT. MAINTENANCE REPAIRED AND RESTOWED WIRING AND CAPPED AT THE COLUMN TIMER DECODER, OPERATIONAL CHECK GOOD.									
3350 TWRA	617FF 19650	BOEING 747121				LIGHT S1356B37	INOPERATIVE CABIN		12/1/97 TWRA97204
U/D RIGHT EMERGENCY LIGHT INOP. REMOVED AND REPLACED EMERGENCY LIGHT ASSY. OPS CHECK OK PER MM 33-50-00. (M)									
3350 TWRA	610FF 20501	BOEING 747282B				WIRING	FAILED CABIN		12/10/97 TWRA97205
ON B-SERVICE, EVAC LIGHT INOP AT TOP OF STAIRWAY UPPER DECK. REPAIRED EVAC WIRING PER 33-51-00 WDM, OPS CHECK OK PER 33-51-00 PAGE 501 MM. (M)									
3350 TWRA	610FF 20501	BOEING 747282B				WIRING	FAILED CABIN		12/10/97 TWRA97206
DURING B-SERVICE, FOUND EVAC 'E' PATH STRIP AT SPIRAL STAIRCASE INOP. REPAIRED EVAC WIRING PR 33-51-00 WDM. OPS CHECK OK PER MM 33-51-00 PAGE 501. (M)									
3441 P5CA	857FT 20246	BOEING 747132				INERTIAL NAV SYS	FAILED NR 1		1/10/98 P5CA9800010
NR 1 INS FAILED. THIS A/C EQUIPED WITH ONLY 2 INS SYSTEMS. A/C RETURNED TO AMS. REPLACED NR 1 INU IAW MM 34-41-07. NIL MALFUNCTION CODES FINE ALIGNMENT C/W.									
3444 P5CA	853FT 19753	BOEING 747122				ANTENNA	CORRODED BS 600		1/5/98 P5CA9800005
LEVEL 1 CORROSION FOUND ON FWD CENTER RADIO ALT ANTENNA. CLEANED IAW STANDARD PRACTICES, OPS CHECK GOOD IAW MM 34-37-00.									

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5244 P5CA	853FT 19753	BOEING 747122				HINGE	CORRODED ACM DOOR		1/5/98 P5CA9800008
NR 1 ACM DOOR PANEL 191A HINGES HAVE LIGHT CORROSION. REMOVED CORROSION IAW SRM 51-10-06. TREATED AND PRIMED IAW SRM 51-10-02.									
5245 P5CA	853FT 19753	BOEING 747122				ANGLE	CRACKED AC DOOR		1/7/98 P5CA9800006
FWD AIR COND ACCESS PANEL 191A FWD HINGE ATTACH ANGLE CRACKED. REMOVED AND REPLACED ATTACH ANGLE IAW SRM 51-30-02.									
5280 P5CA	853FT 19753	BOEING 747122				SKIN	PUNCTURED RT MLG DOOR		1/5/98 P5CA9800004
RT WING GEAR UPPER STRUT DOOR INNER SKIN PUNCTURED ALONG AFT EDGE OF PLACARD. FABRICATED AND INSTALLED REPAIR PARTS IAW BOEING SRM 52-80-02.									
5280 P5CA	853FT 19753	BOEING 747122				SKIN	CORRODED LT MLG DOOR		1/5/98 P5CA9800009
LBG O/B DOOR INNER SKIN BULGED AT AFT EDGE. REMOVED CORROSION AND REPAIRED PER SRM 51-10-03 FABRICATED DOUBLER PER SRM 52-80-02.									
5312 NWAA	615US 20360	BOEING 747251B				BULKHEAD	CRACKED BS 140		10/13/97 9724986615
DURING ARMAR, FOUND CRACK IN OUTER RING AT BULKHEAD AT FS 140. REPAIRED PER EA 66-152946.									
5313 NWAA	615US 20360	BOEING 747251B				LONGERON	CORRODED BS 1880-1900		12/24/97 9724906615
DURING ARMAR, FOUND CORROSION ON STR 22R AT FS 1880 TO 1900. REPAIRED PER EA 66-153963.									
5314 P5CA	853FT 19753	BOEING 747122				KEEL BEAM	CORRODED BS 1239-1484		1/6/98 P5CA9800003
INNER SURFACE AT KEEL BEAM STA 1239 TO 1484 SEEN THRU LIGHTENING HOLE BUBBLING AND FLAKING PAINT. CLEANED AREA AND PRIMED BARE METAL PER BOEING SRM 51-10-02.									
5315 NWAA	615US 20360	BOEING 747251B				FLOORBEAM	CRACKED BS 460		10/8/97 9724976615
DURING ARMAR, FOUND CRACK IN UPPER DECK FLOORBEAM WEB FS 460, RBL 110, WL 300. REPAIRED PER EA 66-152673.									
5320 P5CA	853FT 19753	BOEING 747122				HINGE	CORRODED BS 1020		1/6/98 P5CA9800002
LEVEL 1 CORROSION AND BARE METAL AND FRETTING FOUND ON MOUNTING FLANGES FOR AIR CONDITIONING HINGE PANELS IN SEVERAL PLACES LT AND RT SIDES. REMOVED SURFACE CORROSION TREATED AND PRIMED IAW SRM 51-10-02.									
5330 NWAA	615US 20360	BOEING 747251B				SKIN	CRACKED BS 400		10/15/97 9724966615
DURING ARMAR, FOUND CRACK IN SKIN AT AFT CORNER OF NOSE LANDING GEAR WHEEL WELL FS 400. REPAIRED PER EA 66-152945.									
7200 NWAA	617US 21121	BOEING 747251F	PWA JT9D7F			ENGINE	FAILED NR 1		1/5/98 9800366717
ON FINAL APPROACH, THE CREW NOTICED THE LOW OIL PRESSURE WARNING LIGHT ILLUMINATED FOR THE NR 1 ENGINE. AFTER LANDING, THE NR 1 ENGINE EGT EXCEEDED REDLINE AND THE CREW SHUT DOWN THE ENGINE. MAINTENANCE REPLACED THE NR 1 ENGINE.									

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3350 AALA	610AA 24486	BOEING 757223				LIGHT P2010031302	BROKEN L2 DOOR		12/13/97 AALA972403
SFO - FLT 485 - AIRCRAFT ARRIVED SFO WITH L2 DOOR EMERGENCY EXIT LIGHT BROKEN. REPLACED L2 DOOR EMERGENCY EXIT LIGHT. SYSTEM GROUND CHECKED NORMAL OPERATION. (M)									
3350 AALA	648AA 24606	BOEING 757223				LIGHT P2010031302	BROKEN R4 DOOR		12/13/97 AALA972405
ORD - DURING OVERNIGHT CHECK, R4 EMERGENCY EXIT DOOR LIGHT BROKEN. REPLACED R4 EMERGENCY EXIT DOOR LIGHT. SYSTEM GROUND CHECKED NORMAL OPERATION. (M)									
3350 AWXA	910AW 24523	BOEING 7572G7				WIRING	DISCONNECTED CABIN		1/8/98 AWXA9800012
DURING ROUTINE MAINTENANCE CHECK, FOUND FLOOR PROX LIGHTS INOP AT 15L, 20L, AND 21L. REPAIRED AND RECONNECTED LIGHT WIRING.									
3350 AWXA	905AW 23567	BOEING 7572S7				BATTERY PACK 849029	DISCHARGED CABIN		1/7/98 AWXA9800009
DURING ROUTINE MAINTENANCE CHECK, FOUND EMERGENCY EXIT LIGHTS INOP. REPLACED SEVERAL EMERGENCY LIGHT BATTERY PACKS.									
5311 USAA	602AU 22196	BOEING 757225				FRAME BAC14902763	CORRODED BS 1500	41597	11/21/97 USAA970352
CLT - DURING C-4 CHECK VISUAL INSPECTION, FOUND CORROSION BETWEEN NUT PLATE HOLES AT STATION 1500 STRINGER 26-27 ON FRAME ASSY. INSTALLED REPAIR CHANNEL PER REPAIR DOCUMENT EA 60729. (M)									
5311 USAA	602AU 22196	BOEING 757225				FRAME BAC14902763	CORROSION BS 1520	41597	11/21/97 USAA970353
CLT - DURING C-4 CHECK VISUAL INSPECTION, FOUND CORROSION BETWEEN NUT PLATE HOLES STATION 1520 STRINGER 26-27 ON FRAME ASSY. INSTALLED REPAIR CHANNEL PER REPAIR DOCUMENT EA 60729. (M)									
5311 USAA	602AU 22196	BOEING 757225				FRAME BAC14902763	CORRODED BS 1480	41597	11/21/97 USAA970350
CLT - DURING C-4 CHECK VISUAL INSPECTION, FOUND CORROSION IN NUT PLATE HOLE, FLANGE OF CHANNEL/FRAME STATION 1480/LONG 26R ON FRAME ASSY. INSTALLED TEMPORARY REPAIR CHANNEL PER REPAIR DOCUMENT EA 60729. (M)									
5315 USAA	602AU 22196	BOEING 757225				FLOORBEAM BAC1518338	CORRODED BS 377		11/21/97 USAA970345
CLT - DURING C-4 CHECK VISUAL INSPECTION, FOUND CORROSION AT CLIPNUT HOLES 60 INCHES BY .5 INCH AT BS 377, BL 0 TO LBBL 60 ON FLOORBEAM. INSTALLED REPAIR ANGLES PER REPAIR DOCUMENT SRM 53-00-51 FIGURE 203. (M)									
5315 USAA	602AU 22196	BOEING 757225				FLOORBEAM BAC1518338	CORRODED BS 345	41597	11/21/97 USAA970351
CLT - DURING C-4 CHECK VISUAL INSPECTION, FUOND LIGHT CORROSION AT CLIPNUT AT STATION 345 FLOORBEAM AT RBBL 39. INSTALLED REPAIR ANGLES PER REPAIR DOCUMENT SRM 53-00-51. (M)									
5315 USAA	602AU 22196	BOEING 757225				FLOORBEAM BAC1518338	CORRODED BS 345	41597	11/21/97 USAA970347
CLT - DURING Q-2 CHECK VISUAL INSPECTION, FOUND CORROSION ON THE TOP SURFACE OF THE FLOORBEAM 20 INCHES AT STATION 345 BL 0 TO LBL 21. INSTALLED REPAIR ANGLES PER REPAIR DOCUMENT SRM 53-00-51. (M)									

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5315 USAA	602AU 22196	BOEING 757225				FLOORBEAM BAC1518338	CORRODED BS 365	41597	11/21/97 USAA970349
CLT - DURING C-4 CHECK VISUAL INSPECTION, FOUND CORROSION ON FLOORBEAM 24 INCHES .5 INCH AT STATION 365 FROM BL 0 TO LBBL 24. INSTALLED REPAIR ANGLES PER REPAIR DOCUMENT SRM 53-00-51. (M)									
5315 USAA	602AU 22196	BOEING 757225				FLOORBEAM BAC1518338	CORRODED BS 365		11/21/97 USAA970346
CLT - DURING C-4 CHECK VISUAL INSPECTION, FOUND CORROSION ON FLOORBEAM AT STATION 365 BL 0 TO RBBL 60. INSTALLED REPAIR ANGLES PER REPAIR DOCUMENT SRM 53-00-51 FIGURE 203 AND EA 60715. (M)									
5315 NWAA	513US 23201	BOEING 757251				FLOORBEAM	CORRODED BS 324		12/20/97 9724955513
DURING TRANSITION CHECK, FOUND CORROSION ON TOP CHORD OF FLOORBEAM AT FS 324, RBL 60. REPAIRED PER EA 55-153763.									
5320 USAA	602AU 22196	BOEING 757225				CASTING 146N872215	CORROSION BS 1720	41597	11/21/97 USAA970348
CLT - DURING C-4 CHECK VISUAL INSPECTION, FOUND CORROSION ON ATTACHED FITTING AT ATTACHMENTS TO SHEAR WEB LBBL 57 STATION 1720 AT CASTING. DEFECTIVE PART REPLACED WITH IDENTICAL PART. (M)									
2421 AALA	327AA 22327	BOEING 767223				O-RINGS	BROKEN LT IDG		12/6/97 AALA972308
ORD - FLT 682 - WHILE CRUISING AT 41:000 NORMAL ENGINE POWER SETTING TWO AND ONE-HALF HOURS AFTER TAKEOFF, LEFT GENERATOR DRIVE LIGHT STARTED RAPID FLICKERING AND INTERMITTENT 'LT GEN DRIVE' EICA MESSAGE. TEN MINUTES LATER, LT GENERATOR DRIVE WAS DISCONNECTED. FOUND LT GENERATOR DELTA P-FILTER BOWL O-RING BROKEN IN HALF. REPLACED O-RING AND SERVICED IDG. RESET BUS POWER ON LT L-BUS, RESET GENERATOR AND PERFORMED ENGINE RUN. GENERATOR CHECKS GOOD. NO LEAKS NOTED. (X)									
2421 AALA	383AN 26995	BOEING 767323				IDG	FAILED LT ENGINE		12/8/97 AALA972384
ORY - LEFT GEN DRIVE LIGHT FLICKERED INTERMITTENTLY DURING LAST 2 HRS OF FLT. REMOVED AND REPLACED LEFT ENG IDG PER MM ACCOMPLISHED SPLICE REPAIR TO T1 CABLE TO IDG. INSTALLED TERMINAL HOT AND COLD SHRINK TO T1 CABLE NR 1 IDG NR 1 IDG OPS AND LEAKS CHECKED NORMAL. REMOVED PLACARD. (M)									
2780 AALA	377AN 25446	BOEING 767323				ECU	FAILED LE FLAPS		12/12/97 AALA972409
JFK - FLT 45 - AFTER TAKEOFF WHEN FLAP HANDLE WAS SELECTED FROM 1 DEGREE TO UP EICAS MESSAGE LE ASSEMBLY SLAT AND LEADING EDGE YELLOW LIGHT ILLUMINATED. AIRSPEED WAS APPROX 210 KIAS INCREASING. REPLACED FLAP/FLAT ELECTRONICS UNIT PERFORMED BITE. REPLACED PSEU, PERFORMED BITE AND OPS CHECKS GOOD. NO DEFECTS NOTED. (M)									
2781 DALA	179DN 25144	BOEING 767332				INDICATION	MALFUNCTIONED LE SLAT		1/6/98 DL76L980035
AT FL350, LEADING EDGE SLAT ASSY LIGHT CAME ON. FLAP IND SHOWED HALFWAY BETWEEN UP AND 1. LIGHT CAME ON 4 OR 5 TIMES. AFTER SLOWING AND GOING TO FL260, NO FURTHER INDICATIONS CAME ON. DIVERTED TO JFK. INDICATION REOCCURRED ON DESCENT.									
2840 AALA	354AA 24035	BOEING 767323				DENSITOMETER	FAILED LT FUEL SYSTEM		10/28/97 AALA972104
SCL - FLT 945 - BITE TO FUEL PROCESSOR FOUND LEFT DENSITOMETER FAULTED. DEFERRED PER MEL 28-22 AUTH 10-470C-C, PLACARDED INOP AND ENTERED ON MIC SHEET. LEFT DENSITOMETER DEACTIVATED PER MPM 28-22. CLEANED DENSITOMETER CONNECTORS AND ACCOMPLISHED BITE CHECKS, SYSTEM OPERATION AND BITE CHECKS NORMAL. (M)									

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2841 AALA	354AA 24035	BOEING 767323				CONNECTOR	LOOSE LT FUEL QTY IND		10/31/97 AALA972105
DFW - FLT 1864 - LEFT FUEL QTY IND WENT BLANK IN FLT MESSAGE, FUEL QTY IND CAME ON. BITE CHECKED FUEL QTY PROC FOUND D1, D2, 63, 64 CHAN 1 AND 2 FAULTED. PLACARDED LEFT FUEL QTY INOP PER MEL AND PLACARDED TOTALIZER INOP PER MEL. NOTE ITEM NR 48 FOR TOT ALL OTHER FUEL QTY IND CHECK NORMAL. FOUND TERMINAL END ON UNIT 14 TAN7083 LOOSE. PERFORMED CAPACITANCE CHECK ON UNIT 14 FOUND WITHIN LIMITS PER MM. PERFORMED BITE CHECK, NO FAULTS NOTE. SERVICED WITH FUEL. SYSTEM INDICATION OPERATIONS CHECK NORMAL. REMOVED PLACARD. (M)									
3350 AALA	306AA 22312	BOEING 767223				SIGN 0201820001	DEFECTIVE MID GALLEY		12/14/97 AALA972408
JFK - DURING OVERNIGHT CHECK, MID GALLEY EMERGENCY EXIT LOWER SIGN FELL OFF. REPLACED RIGHT MID GALLEY EMERGENCY EXIT SIGN BASE ASSEMBLY. SYSTEM GROUND CHECKED NORMAL OPERATION. (M)									
3350 AALA	324AA 22325	BOEING 767223				MODULE P4010051112	DEFECTIVE CABIN		11/27/97 AALA972256
SFO - DURING OVERNIGHT MAINTENANCE, EMERGENCY EXIT LIGHTS ON LEFT SIDE OF FIRST CLASS AND BUSINESS CLASS SEATS AND UNDER FORWARD FLIGHT ATTENDANT SEATS FOUND INOPERATIVE. REPLACED EMERGENCY EXIT LIGHT MODULE AT SEAT 3A. SYSTEM GROUND CHECKED NORMAL OPERATION. (X)									
3350 AALA	327AA 22327	BOEING 767223				LIGHT 5635643	BROKEN CABIN		11/26/97 AALA972254
SFO - DURING OVERNIGHT MAINTENANCE, EMERGENCY EXIT INDICATOR ASSEMBLY AT RIGHT AFT LAVATORY FORWARD POSITION FOUND INOPERATIVE. REPLACED EMERGENCY EXIT INDICATOR LIGHT ASSEMBLY AT RIGHT AFT LAVATORY FORWARD POSITION. SYSTEM GROUND CHECKED, NORMAL OPERATION. (X)									
3350 AALA	329AA 22329	BOEING 767223				SIGN 0201820001	BROKEN CABIN		12/1/97 AALA972268
SFO - DURING OVERNIGHT CHECK, MID-GALLEY EMERGENCY EXIT LOWER SIGN FOUND BROKEN. REPLACED RIGHT HAND MID-GALLEY EMERGENCY EXIT SIGN BASE ASSEMBLY. SYSTEM GROUND CHECKED, NORMAL OPERATION. (X)									
3350 AALA	332AA 22331	BOEING 767223				WIRE	BROKEN CABIN		12/10/97 AALA972374
SFO - DURING OVERNIGHT CHECK, FOUND EMERGENCY EXIT LIGHTS AT PASSENGER SEAT 32J INOPERATIVE. REPAIRED BROKEN EMERGENCY EXIT LIGHT WIRE AT PASSENGER SEAT 32J. SYSTEM GROUND CHECKED, NORMAL OPERATION. (X)									
3350 AALA	354AA 24035	BOEING 767323				SOCKET 1703663	BROKEN CABIN		12/1/97 AALA972265
SFO - DURING OVERNIGHT CHECK, FOUND EMERGENCY EXIT LIGHTS AT SEATS 21AB INOPERATIVE. REPLACED SOCKET ON EMERGENCY EXIT LIGHTS AT SEATS 21AB. SYSTEM GROUND CHECKED, NORMAL OPERATION. (X)									
3350 AALA	355AA 24036	BOEING 767323				CONNECTOR	DEFECTIVE CABIN		12/4/97 AALA972292
SFO - DURING OVERNIGHT CHECK, EMERGENCY EXIT LIGHT AT PASSENGER SEAT 26AB FOUND INOPERATIVE. REPAIRED EMERGENCY EXIT LIGHT CONNECTOR AT SEAT 26AB. SYSTEM GROUND CHECKED, NORMAL OPERATION. (X)									
3350 AALA	359AA 24040	BOEING 767323				LIGHT 0201804001	DEFECTIVE CABIN		12/17/97 AALA972480
SFO - DURING OVERNIGHT CHECK, EMERGENCY EXIT LIGHTS BROKEN AT PAX SEATS 11H AND 17B. REPLACED EMERGENCY EXIT LIGHT ASSEMBLY AT PAX SEATS 11H AND 17B. SYSTEM GROUND CHECKED NORMAL OPERATION. (M)									
3350 AALA	39364 24045	BOEING 767323				CONNECTOR	LOOSE CABIN		12/11/97 AALA972381
SFO - DURING OVERNIGHT MAINTENANCE, EMERGENCY EXIT LIGHT AT PASSENGER SEATS 28/29B, AND 36H INOPERATIVE. RECONNECTED CONNECTOR AT SEAT 29B, RESEATED RECESSED PIN AT EMERGENCY EXIT LIGHT CONNECTOR PASSENGER SEAT 36H. SYSTEM GROUND CHECKED NORMAL OPERATION. (M)									

***** DENOTES SIGNIFICANT OCCURRENCE

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3350 AALA	39367 25194	BOEING 767323				CONNECTOR	BROKEN CABIN		12/2/97 AALA972278
ORD - DURING OVERNIGHT CHECK, RIGHT HAND EMERGENCY EXIT LIGHT FOUND INOPERATIVE. REPLACED CONNECTOR TO RIGHT HAND EMERGENCY EXIT DOOR LIGHT. SYSTEM GROUND CHECKED, NORMAL OPERATION. (X)									
3350 DALA	136DL 23146	BOEING 767332				STRIP	DAMAGED CABIN		1/10/98 DL76S980070
WKG MCO-CLOSET 2L EMER TRACK LIGHTING STRIP DAMAGED. REPLACED STRIP, OPS CK NRML. REMOVED MCO.									
3350 DALA	119DL 23278	BOEING 767332			1317	LIGHT	INOPERATIVE LT OVERWING		1/10/98 DL76S980069
FOUND ON LAYOVER, LT OVERWING EMERGENCY LIGHTS INOP. RELAMPED, CHECKS GOOD.									
3350 DALA	171DN 24759	BOEING 767332				FUSE	FAILED CABIN		1/7/98 DL76L980040
EMERGENCY TRACK LIGHTS INOP ROWS 23 -27. REPLACED FUSES, SYSTEM OPS CHECK GOOD.									
3350 DALA	196DN 28453	BOEING 767332				POWER SUPPLY BPS73	INOPERATIVE CABIN		1/2/97 DL76L980005
WHILE PERFORMING L/O CK, FOUND EMER LIGHTS FROM AISLE 25AB THRU 35AB INOP. REPLACED POWER SUPPLY M9009, SYSTEM OPS CHECKS GOOD.									
2215 LJEA *****	365ES 17280023	CESSNA 172R				CABLE	MISROUTED AUTOPILOT	489	12/19/97 98ZZZX163
DURING ROUTINE INSPECTION, FOUND AUTOPILOT SERVO CONTROL CABLE WRAPPED AROUND RT AILERON CONTROL CABLE. MM DOES NOT SHOW THESE CABLES CROSSED. INSPECTED CABLES FOR DAMAGE AND POSITIONED PROPERLY. AIRCRAFT WAS DELIVERED FROM THE MANUFACTURER WITH THIS CONDITION.									
2842 LJEA	365ES 17280023	CESSNA 172R				TRANSMITTER S33311	FAILED RT WING FUEL	11	12/30/97 98ZZZX164
RIGHT FUEL QUANTITY GAUGE INOPERABLE. TRACED PROBLEM TO TRANSMITTER IN RT WING. PLASTIC FLOAT HAD SEPARATED FROM THE ARM AND WAS ALLOWING THE ARM TO SINK. FLOAT FAILED BECAUSE OF INADEQUATE CRIMP ON ARM WHICH ALLOWED THE RETAINING WASHER AND FLOAT TO COME OFF. THIS TRANSMITTER WAS INSTALLED ONLY 11.0 HOURS AGO. ANOTHER NEW TRANSMITTER WAS INSTALLED AND SYSTEM APPEARS TO OPERATE NORMALLY.									
2842 LJEA	365ES 17280023	CESSNA 172R				TRANSMITTER S33311	FAILED LT/RT FUEL QTY	475	12/19/97 98ZZZX165
PILOT COMPLAINED OF FLUCTUATING FUEL QUANTITY INDICATING GAUGE. TRACED PROBLEM TO BOTH LEFT AND RIGHT QUANTITY TRANSMITTERS GIVING ERRONEOUS OHM READINGS. REPLACED TRANSMITTERS AND SYSTEM OPERATES NORMALLY.									
3260 FVAA	6440V 172RG0701	CESSNA 172RG				SWITCH S20881	CORRODED RT MLG DOWNLOCK		12/6/97 98ZZZX192
UPON APPROACH TO LNG, GEAR LOWERED, GREEN DOWN AND LOCKED LIGHT DID NOT COME ON. CYCLED GEAR, STILL NO GREEN LIGHT. GEAR VISUALLY APPEARED DOWN AND LOCKED (IN POSITION). LANDED WITH NO PROBLEMS. FOUND RT MLG DOWN AND LOCKED SWITCH CORRODED AND INTERMITTENT. REPLACED SWITCH WITH NEW, P/N S2088-1, SWITCH. NOTE: SWITCH IS IN OPEN GEAR WELL AND IN EXHAUST PATH.									
7420 HBCA	29MM 402B0863	CESSNA 402B	CONT TSIO520E			HARNESS CH11730	SHORTED NR 5 CYL LEAD		12/26/97 98ZZZX188
DURING THE COURSE OF NORMAL OPERATION, PILOT NOTICED LEFT ENGINE RUNNING ROUGH. AFTER LANDING, MAINTENANCE DETERMINED THE LEFT MAGNETO HARNESS, NR 5 CYLINDER, BOTTOM LEAD, HAD SHORTED INTERNALLY CAUSING THE SPARK PLUG TO NOT FUNCTION PROPERLY.									

***** DENOTES SIGNIFICANT OCCURRENCE

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3244 PNSA	441LL 441139	CESSNA 441				TIRE 40169	FLAT LT/RT MLG		12/23/97 PNSA971213
DURING ROLL OUT, NO BRAKE ACTION FROM RT MAIN, TIRE HAD LOST PRESSURE, WHILE REMOVING AIRCRAFT FROM RUNWAY LT MAIN ALSO WENT FLAT. REPLACED BOTH WHEEL ASSY. NOTE AMBIENT TEMP -37 F.									
2160 GJQR	39WP 650039	CESSNA 650				SWITCH 1173542	FAILED CABIN OVERHEAT	6239	12/3/97 98ZZZX174
DURING SCHEDULED CALIBRATION (OPERATION 12) INSPECTION, CABIN OVERHEAT SWITCH FAILED TEST DUE TO OUT OF TOLERANCE. REPLACED SWITCH WITH SERVICEABLE ASSEMBLY. NEW SWITCH WAS VERIFIED IN TOLERANCE PRIOR TO INSTALLATION.									
2750 COMA	951CA 7091	CNDAIR CL6002B19				BPSU 855D1007	FAILED LT TE FLAP	5738	1/12/98 COMA9860008
FLAP FAIL CAUTION MESSAGE ACTIVATED DURING CRUISE FLIGHT. REPLACED THE LEFT FLAP BRAKE AND POSITION SENSOR UNIT.									
2750 COMA	979CA 7159	CNDAIR CL6002B19				BPSU 855D1007	MALFUNCTIONED LT/RT TE FLAP	2201	1/7/98 COMA9860009
FLAP FAIL CAUTION MESSAGE DURING FLIGHT. REPLACED THE LEFT AND RIGHT BPSU.									
2820 COMA	915CA 7013	CNDAIR CL6002B19				CONDUIT 601R6240115	CHAFED CTR FUEL TANK	11050	1/1/98 COMA9860006
DURING COMPLIANCE OF SB601R-28-008, THE CONDUIT FOR WIRING TO RIGHT FUEL CROSSFLOW SOV WAS FOUND CHAFED THROUGH THE WALL THICKNESS. THE CHAFING TOOK PLACE BETWEEN THE CONDUIT AND THE FUEL LINE SUPPORT BRACKET AT STATION 485 RBL 24 WL 57. REPLACED DAMAGED WIRING CONDUIT.									
3020 COMA	940CA 7048	CNDAIR CL6002B19				PRESS SW 12681	FAILED LT ENGINE	10737	1/7/98 COMA9860010
LEFT ENGINE COWL ANTI-ICE CAUTION WARNING 5 MINUTES AFTER TAKEOFF. REPLACED THE LEFT ENGINE COWL ANTI-ICE PRESSURE SWITCH.									
3250 COMA	943CA 7062	CNDAIR CL6002B19				TRANSFORMER	OUT OF ADJUST E/E COMPT		1/11/98 COMA9860007
UPON GEAR EXTENSION, RECEIVED STEERING CAUTION MESSAGE. ADJUSTED THE ROTARY VARIABLE DIFFERENTIAL TRANSFORMER.									
2120 MASA	434YV 434	DHAV DHC8202				AIR DISTRIBUTION	SMOKE CABIN		12/14/97 MASA97255
FLT 7537 - DRO-DEN - CRWE REPORTED, THAT IN FLIGHT WITH LEFT BLEED AIR ON HAD SMOKE IN COCKPIT. AIRCRAFT WAS INSPECTED AND RUNUP WAS PERFORMED IN DEN. NO DISCREPANCIES WERE NOTED AND THE PROBLEM COULD NOT BE DUPLICATED. DE-ICE FLUID WAS SUSPECTED TO HAVE CAUSED THE PROBLEM. AIRCRAFT WAS RETURNED TO SERVICE (M)									
2611 QXEA	349PH 486	DHAV DHC8202				SMOKE DET PANEL 8006221	MALFUNCTION COCKPIT		1/6/98 QXEA9800010
SEA - SMOKE DETECTOR MASTER WARNING LIGHT ILLUMINATED MOMENTARILY INFLIGHT. INSPECTED BOTH CARGO BAY SMOKE DETECTORS. NO DEFECTS NOTED. REPLACED MASTER WARNING CONTROL UNIT, OPERATIONAL CHECK GOOD.									
2910 QXEA	814PH 43	DHAV DHC8102			DHAV 82910002003	HYD LINE 82910010117	LEAKING NR 2 HYD SYST		1/8/98 QXEA9800016
AFTER TAKEOFF, NOTICED AN ODORLESS CHEMICAL IRRITANT IN THE COCKPIT. THE IRRITANT WAS NOTICED IN THE COCKPIT FOR A PERIOD OF ABOUT 20 SECONDS. MX PERFORMED AN ENGINE RUN WITH BLEEDS ON AND TEMP HOT FROM IDLE TO TAKEOFF POWER RPM. NO IRRITANT NOTED. PRESSURIZED HYD SYS AND INSPECTED FROM UNDER THE COCKPIT FLOOR TO ROW 2. FOUND HYD LINES JUST AFT OF THE FORWARD PRESSURE BULKHEAD TO BE WET, BUT NO LEAKS FOUND. INSPECTED AND DETERMINED TO BE SAFE FOR GEAR DOWN FERRY FLIGHT TO PDX. IN PDX REPLACED GEAR-UP HYD LINE JUST AFT OF THE FORWARD PRESSURE BULKHEAD BY PERMA SWEDGE. SERVICED AND BLED THE NR 2 HYD SYS AND ACCOMPLISHED A GEAR SWING, OPERATIONAL CHECKS GOOD.									

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3260 MALA	826MA 330	DHAV DHC8102				WOW SENSOR 864202	FAILED NLG		1/9/98 MALA975881
AFTER TAKEOFF, THE WEIGHT ON WHEELS LIGHT STAYED ILLUMINATED. AIRCRAFT RETURNED TO MSP. MAINTENANCE REPLACED THE NOSE LANDING GEAR RIGHT WOW SENSOR TARGET AND HT RIGHT MAIN LANDING GEAR LEFT WOW SENSOR. COMPLETED GEAR SWINGS AND OPS CHECKS GOOD.									
3350 QXEA	823PH 110	DHAV DHC8102				SWITCH	INOPERATIVE CABIN		1/6/98 QXEA9800012
PDX - FLIGHT ATTENDANT EMERGENCY LIGHTING SWITCH NORM LIGHT INOP. REPLACED SWITCH, OPERATIONAL CHECK GOOD.									
3350 QXEA	826PH 214	DHAV DHC8102				LIGHT	INOPERATIVE CABIN		1/6/98 QXEA9800011
SEA - EMERGENCY EXIT LIGHT AT MAIN CABIN DOOR FLOOR INOP. REPAIRED DEFECTIVE WIRING, NO PARTS REPLACED. OPERATIONAL CHECK GOOD.									
3350 MALA	830MA 337	DHAV DHC8102				LAMP 1013073	FAILED CABIN		1/10/98 MALA975875
DURING INSPECTION, ONE FLOOR TRACK LIGHT INOP. MAINTENANCE RELAMPED FLOOR TRACK LIGHT, OPS CHECK GOOD.									
3350 MALA	833MA 343	DHAV DHC8102				LENS 10126271	MISSING CABIN		1/7/98 MALA975873
DURING INSPECTION, TWO EMERGENCY LIGHTS INOP AND AN EMERGENCY EXIT LIGHT COVER IS MISSING BY PASSENGER STAIRS. MAINTENANCE RELAMPED EMERGENCY LIGHTS (PN MS25231-316) AND REPLACED EXIT SIGN WITH A NEW LENS, ALL CHECKS GOOD.									
3350 MALA	846MA 344	DHAV DHC8102				LAMP MS25231316	FAILED CABIN		1/8/98 MALA975878
DURING INSPECTION, FORWARD OVERHEAD EMERGENCY LIGHT INOP. MAINTENANCE RELAMPED OVERHEAD LIGHT, OPS CHECK GOOD.									
3350 MALA	849MA 347	DHAV DHC8102				BULB OL3071BPEGPL	FAILED CABIN		1/11/97 MALA975876
DURING INSPECTION, THE EMERGENCY EXIT SIGN LIGHT NEAR THE FORWARD LEFT EXIT INOP. MAINTENANCE RELAMPED EXIT SIGN, OPS CHECK GOOD.									
3350 MALA	861MA 362	DHAV DHC8102				BATTERY PACK 6104789	DISCHARGED CABIN		1/9/98 MALA975877
DURING INSPECTION, ALL EMERGENCY LIGHTS INOP. MAINTENANCE REPLACED ALL SIX BATTERY PACKS, OPS CHECK GOOD.									
3350 MALA	861MA 362	DHAV DHC8102				LAMP 1013075	FAILED CABIN		1/10/98 MALA975874
DURING INSPECTION, ONE RED FLOOR TRACK LIGHT INOP. MAINTENANCE RELAMPED FLOOR TRACK LIGHT, ALL CHECKS GOOD.									
3350 MASA	444YV 444	DHAV DHC8202				SOCKET	LOOSE CABIN		12/17/97 MASA97258
DURING ROUTINE LINE CHECK INSPECTION, MAINTENANCE FOUND THE CENTER AISLE EMERGENCY EXIT SIGN FAILED TO ILLUMINATE. AFTER INSPECTION IT WAS NOTED THAT THE SOCKET WAS LOOSE. THE SOCKET WAS RESECURED AND THE LIGHT FUNCTIONED NORMALLY. (M)									
3350 MASA	445YV 445	DHAV DHC8202				BULB PR2	FAILED CABIN		12/17/97 MASA97259
DURING AIRCRAFT LINE CHECK INSPECTION, MAINTENANCE FOUND THE PORTABLE EMERGENCY LIGHT WOULD NOT ILLUMINATE. THE EMERGENCY LIGHT BULB WAS REPLACED AND NO FURTHER DEFECTS WERE NOTED. (M)									

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3350 MASA	446YV 446	DHAV DHC8202				WIRE	BROKEN CABIN		12/11/97 MASA97253
DRO/DEN - FLT 7549 - UPON ARRIVAL IN DEN, CREW FOUND THE RT FORWARD FLOOR EMERGENCY STRIP LIGHTING INOPERABLE. MAINTENANCE INSPECTED AND FOUND AND REPAIRED A BROKEN WIRE UNDER THE FLOORBOARD NEXT TO THE GALLEY. OPS CHECK GOOD, AIRCRAFT WAS RETURNED TO SERVICE. (X)									
3350 MASA	446YV 446	DHAV DHC8202				CONNECTOR	DIRTY CABIN		12/9/97 MASA97249
DRO/DEN - FLT 7561 - ON PRE-FLIGHT, PILOT NOTICED THE EMERGENCY EXIT LIGHTS WOULD NOT ILLUMINATE. MAINTENANCE CLEANED A CONNECTOR PIN. OPS CHECK GOOD. AIRCRAFT WAS RETURNED TO SERVICE. (X)									
3350 MASA	448YV 448	DHAV DHC8202				LIGHTING 6519035	FAILED CABIN		12/20/97 MASA97261
DURING A 12 MONTH INSPECTION, MAINTENANCE FOUND THE BLOCKING DIODE IN THE EMERGENCY FLOOR TRACK LIGHT INOP. MAINTENANCE REMOVED AND REPLACED THE EMERGENCY LIGHT TRACK STRIP. OPS CHECK GOOD. AIRCRAFT WAS RETURNED TO SERVICE. (M)									
3350 MASA	449YV 449	DHAV DHC8202				LIGHT 6519025	BROKEN CABIN		12/18/97 MASA97260
DURING MAINTENANCE, THE AFT EMERGENCY FLOOR TRACK LIGHT SECTION WAS FOUND TO HAVE A BROKEN CONNECTOR. THE LIGHT STRIP WAS REMOVED AND REPLACED. OPS CHECK GOOD. AIRCRAFT WAS RETURNED TO SERVICE. (M)									
3350 MASA	454YV 454	DHAV DHC8202				POWER SUPPLY 6038443	INOPERATIVE CABIN		12/14/97 MASA97263
DURING A ROUTINE LINE CHECK INSPECTION, FOUND THE LEFT AFT EXIT FUSELAGE EMERGENCY LIGHT, ALL THREE CABIN ESCAPE HATCH EXIT SIGNS. FORWARD AND AFT CENTER AISLE EXIT SIGNS AND ALL FOUR CENTER AISLE OVERHEAD EMERGENCY LIGHTS NOT ILLUMINATING. RERACKED ALL EMERGENCY LIGHT POWER SUPPLIES. SYSTEM OPS CHECK GOOD. AIRCRAFT RETURNED TO SERVICE. (M)									
3350 QXEA	347PH 480	DHAV DHC8202			GRIMES 82520977001	LIGHTS 1013079	INOPERATIVE CABIN		1/10/98 QXEA9800017
SEA- FORWARD TWO FLOOR EMERGENCY PATH LIGHTS ARE INOP. REPLACED FORWARD 2 EMERGENCY FLOOR PATCH LIGHTING STRIPS, OPERATIONAL CHECK GOOD.									
6120 QXEA	818PH 58	DHAV DHC8102				AUTOFEATHER SYST	FAILED TEST E/E COMPT		1/8/98 QXEA9800018
EUG- AUTOFEATHER WILL NOT TEST PROPERLY. CYCLED POWER LEVERS AND PERFORMED AUTOFEATHER TEST AGAIN. TESTED GOOD, AIRCRAFT RETURNED TO SERVICE. NO PARTS REPLACED.									
6120 QXEA	355PH 500	DHAV DHC8202				AUTOFEATHER	FAILED TEST PROP SYST		1/6/98 QXEA9800013
MFR - AIRCRAFT AUTO FEATHER TEST INOP. MAINTENANCE CYCLED POWER LEVERS SEVERAL TIMES, OPERATIONAL CHECK GOOD.									
3412 VNAA	425JS 3037	DORNER DO328100	PWA PW119B	HARTZL HDE6C3B		TAT PROBE 0102JG1AG01	DEFECTIVE E/E COMPT	2290	1/9/98 VNAA9801006
DURING TAXI, THE CREW RECEIVED A TAT HEAT FAIL MESSAGE. CREW RETURNED TO THE GATE. MAINTENANCE INSPECTED THE AIRCRAFT AND FOUND THE TAT PROBE DEFECTIVE. TAT PROBE WAS REPLACED IN ACCORDANCE WITH DORNIER MAINTENANCE MANUAL 34-10-00. OPERATIONAL CHECK GOOD AND THE AIRCRAFT WAS APPROVED FOR RETURN TO SERVICE.									
3442 VNAA	434JS 3051	DORNER DO328100	PWA PW119B	HARTZL HDE6C3B		RADAR 7008470822	DEFECTIVE COCKPIT	4656 3100	1/8/98 VNAA9801003
AFTER TAKEOFF, CREW RECEIVED A WEATHER RADAR FAIL MESSAGE. RETURNED TO FIELD AND LANDED WITHOUT INCIDENT. MAINTENANCE INSPECTED THE AIRCRAFT AND FOUND RADAR UNIT DEFECTIVE. REPLACED UNIT IN ACCORDANCE WITH DORNIER MAINTENANCE MANUAL 34-41-00. OPERATIONAL CHECK GOOD AND AIRCRAFT APPROVED FOR RETURN TO SERVICE.									

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2565 AALA	132AA 47827	DOUG DC1010				SLIDE ADH4088	DEFECTIVE PAX DOOR		12/1/97 AALA972294
IAD - AT GATE, L2 SLIDE FELL OUT BUT DID NOT SUCCESSFULLY DEPLOY. REPLACED L2 SLIDE. SYSTEM GROUND CHECKED NORMAL OPERATION. (M)									
2913 CALA	68041 46900	DOUG DC1010				HYD PUMP 6506606	FAILED NR 1 ENGINE	21311	1/7/98 CALA9800005
THE NR 1 ENGINE HYDRAULIC PUMP PRESSURE LOW LIGHT ILLUMINATED WHILE ON APPROACH. THERE WAS NO CHANGE IN HYDRAULIC PRESSURE OR QUANTITY. THE HYDRAULIC SYSTEM LOSS CHECKLIST WAS ACCOMPLISHED AND THE AIRCRAFT LANDED WITHOUT INCIDENT. MAINTENANCE FOUND THE NR 1 ENGINE LEFT HYDRAULIC PUMP HAD A SHEARED SHAFT. THE PUMP WAS REMOVED AND REPLACED IAW MM 29-11-01. LEAK AND OPERATIONAL CHECKS WERE GOOD.									
5313 CALA	68046 47800	DOUG DC1010				LONGERON	CORRODED BS 562-595		1/8/98 CALA9800010
INSPECTION FOUND LOWER LT DOOR JAMB LONGERON (INSIDE NR 1 A/C PACK COMPARTMENT) AT STA 562-595 CORRODED. A NEW LONGERON SECTION, REPAIR ANGLES, AND STRAPS WERE FABRICATED AND INSTALLED IAW ECRA 5310-03653.									
7230 NWAA	155US 46764	DOUG DC1040	PWA JT9D20			COMPRESSOR	STALLED NR 2 ENGINE		1/11/98 9800521155
AFTER STARTING DESCENT FROM FL330, THE NR 2 ENGINE COMPRESSOR STALLED. POWER WAS REDUCED TO IDLE AND AFTER EGT REACHING 820C THE ENGINE RECOVERED. WHILE DESCENDING FROM FL290, THE NR 2 ENGINE STALLED AGAIN WITH MAX EGT OF 760. THE CREW FOLLOWED COM PROCEDURES AND SHUT DOWN THE ENGINE. THE FIRST RESTART ATTEMPT WAS SUCCESSFUL AND THE ENGINE OPERATED NORMALLY FOR THE REMAINDER OF THE FLIGHT. MAINTENANCE INSPECTED THE ENGINE AND REPLACED NUMEROUS BLEED COMPONENTS. ENGINE OPERATIONAL CHECK WAS NORMAL AND THE AIRCRAFT RETURNED TO SERVICE.									
7930 NWAA	154US 46763	DOUG DC1040	PWA JT9D20J			BYPASS SWITCH	FAILED NR 1 ENGINE		1/7/98 9800421154
DURING CLIMBOUT, THE NR 1 ENGINE OIL FILTER BYPASS WARNING LIGHT ILLUMINATED FOR ONE MINUTE. ALL OTHER INDICATIONS WERE NORMAL AND THE LIGHT EXTINGUISHED WITH NO ACTION. DURING DESCENT INTO MSP, THE LIGHT ILLUMINATED AGAIN AND THE CREW SHUT DOWN THE NR 1 ENGINE. THE REMAINDER OF THE FLIGHT WAS COMPLETED WITHOUT INCIDENT. MAINTENANCE REPLACED THE MAIN ENGINE OIL FILTER AND THE FILTER BYPASS PRESSURE SWITCH. ENGINE RUN WAS NORMAL.									
8530 VLLA	932H 34368	DOUG DC3C	PWA R183092			CYLINDER 114652	CRACKED NR 7 EXH PORT		1/7/98 98ZZZX196
ENGINE STARTED RUNNING ROUGH. FOUND NR 7 CYLINDER EXHAUST PORT CRACKED ON CYLINDER HEAD.									
2120 IPXA	748UP 45948	DOUG DC871F				AIR DISTRBUTION	ODOR COCKPIT		1/10/98 UPS98825422
INSPECTION TYPE-N/A, STRONG ODOR OF JET FUEL IN FLIGHT STATION THE ENTIRE FLIGHT. COULD NOT LOCATE EXACT SOURCE OF ODOR. VENTILATED COCKPIT FOR 12 HRS, SMELLS GOOD.									
2130 TC8A	182SK 45817	DOUG DC8F55				PNEU CONTROL SYS	MALFUNCTIONED FWD FUSELAGE		1/12/98 TC8A98001
HEAVY SMOKE (BURNED OIL) FROM NASI'S NUMBER 1 AND NUMBER 2. RETURNED TO MIAMI.									
2612 ABXA	804AX 45987	DOUG DC862	PWA JT3D3B			FIRE LOOP CA3106KE10SL4S	DISCONNECTED NR 1 ENGINE		1/8/98 ABXA9800014
*****	DURING CRUISE, ENG FIRE WARNING MASTER LIGHT AND BELL ACTIVATED MOMENTARILY. UNABLE TO DETERMINE WHICH ENGINE CAUSED PROBLEM. FUEL FLOW ON NR 3 ENGINE INCREASED APPROXIMATELY 700 PPH. SHUT DOWN NR 3 ENGINE, WITH ENGINE WINDMILLING, N1 WAS 26.5 PERCENT, N2 WAS 41.1 PERCENT AND OIL PRESSURE WAS 36 PSI. GROUND RAN NR 3 ENGINE. FUEL FLOW OPS CHECKED NORMAL. INSPECTED FIRE WARNING SYSTEMS ON ALL FOUR ENGINES. FOUND WIRE DISCONNECTED ON FIRE LOOP ON NR 1 ENGINE ABOVE DIFFUSER CASE. RECONNECTED WIRE, NO DISCREPANCIES NOTED ON NR 2 , 3 AND 4 ENGINES. FIRE WARNING SYSTEM OPS CHECKED GOOD.								

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3260 ABXA	812AX 46126	DOUG DC863F				WIRING	OUT OF POSITION LANDING GEAR	1/6/98 ABXA9800001	
DURING GEAR RETRACTION, THE LANDING GEAR LEVER WAS BINDING AND COULD NOT BE MOVED TO THE LATCH-CHECK OR UP POSITION. RECYCLED GEAR HANDLE TO DOWN POSITION. MOVED HANDLE TO UP POSITION, BINDING REMAINED BUT GEAR INDICATED UP. FOUND WIRING JAMMED BETWEEN LANDING GEAR CONTROL PULLEY AND CONTROL CABLES. REMOVED AND REPAIRED WIRING. PERFORMED OPS CHECK OF LANDING GEAR IAW WITH DC8 MM 32-31-1 AND OPS CHECKED GOOD.									
3310 RRXA	105WP 46095	DOUG DC873				BALLAST BA1700MODB	FAILED GLARESHIELD	1/10/98 RRXA98004	
THERE WAS A FLASH AND THEN ELECTRICAL SMOKE FROM F/O'S SIDE PANEL UNDER WINDOW, BY MAP LIGHT. SMOKE STOPPED QUICKLY AND CLEARED OUT. NO PROBLEM AFTER THAT. FOUND GLARESHIELD FLUORESCENT LIGHTS INOP. REPLACED BALLAST PER MM 33-12. GLARESHIELD FLUORESCENT LIGHTS OPS CHECK NORMAL. THIS CLEARS MEL CONT NR 801075 PLACARD REMOVED.									
3610 TC8A	182SK 45817	DOUG DC8F55				HEAT EXCHANGER	DIRTY NR 2 ENGINE	12/29/97 TC8A97057	
LEFT NASI DUCT WHEN FLOW CONTROL VALVE OPENING, BURING ODOR NOTED (CLOSED LEFTSIDE). CLEANED OIL RESIDUE FROM AROUND NR 2 ENGINE HEAT EXCHANGER, RAN ENGINE, LEFT NASI SYSTEM CHECK OK NASI MM 21-0.									
5230 RRXA	998CF 46139	DOUG DC862F				VENT DOOR	NOT LATCHED CARGO DOOR	1/8/98 RRXA98002	
LOUD EXPLOSION, DECOMPRESSION AT APROX 29,000FT, CARGO VENT DOOR WARNING LIGHT ON. VISUAL ON GROUND, THE CABIN VENT DOOR WAS FULL OPEN. FOUND VENT DOOR MANUAL HANDLE IMPROPERLY STOWED, ALLOWING LINKAGE TO RELEASE UNDER PRESSURIZATION. INSPECTED AND OPERATED MECHANISM AND STOWED HANDLE PROPERLY. DOOR SECURE AND OPS CKS GOOD MANUALLY IAW NATIONAL AIRCRAFT SERVICE VENT DOOR MAINTENANCE MANUAL. CARGO DOOR VENT DOOR ELECTRICAL FUNCTION INOP IN OPENING POSITION. TRANSFERRED TO DMI LOG NR 801040 IAW EWA MEL 52-7 CAT B PLACARD INSTALLED.									
5250 ABXA	848AX 46032	DOUG DC861				DOOR ASSY 5652502501	DEFECTIVE COCKPIT	1/12/98 ABXA9800013	
DURING POST FLIGHT INSPECTION, FOUND COCKPIT DOOR HARD TO OPEN. RESECURED HARDWARE ON DOOR, DOOR OPERATES NORMAL.									
5313 IPXA	852UP 46052	DOUG DC873F				LONGERON 975491333	CORRODED BS 220	1/7/98 UPS98825417	
INSPECTION TYPE-D, LONGERON 36 AT FS 220 CORRODED BEYOND LIMITS. REMOVED AND REPLACED LONG IAW SRM 51-1-21 AND 51-1-20D.									
5320 IPXA	852UP 46052	DOUG DC873F				SUPPORT	CORRODED BS 1715	1/8/98 UPS98825421	
INSPECTION TYPE-D, MAIN CABIN FLOOR BOARD SUPPORT CORROSION REMOVAL BEYOND LIMITS FS 1715 RBL 10 TO LBL 10. REMOVED, FABRICATED, AND INSTALLED REPLACEMENT SUPPORT IAW DWG 5755032, SRM 53-7-3 AND 51-1-20.									
5320 IPXA	852UP 46052	DOUG DC873F				CUSP	CRACKED BS 120-130	12/28/97 UPS98825419	
INSPECTION TYPE-D, LT CUSP FROM FS 120 TO 130 IS CRACKED. REPAIRED IAW SRM 51-1-21 AND EO DC8-5330-2159-B.									
5320 IPXA	852UP 46052	DOUG DC873F				DOUBLER 577991645	CORRODED BS 200-220	12/28/97 UPS98825432	
INSPECTION TYPE-D, RT FINGER DOUBLER UNDER STR 31R IS CORRODED BETWEEN FS 200 TO 220 LWR FWD PIT. FABRICATED AND INSTALLED REPLACEMENT DOUBLER IAW SRM 53-4-1 AND 51-1-21.									
5320 IPXA	852UP 46052	DOUG DC873F				SUPPORT	CORRODED BS 120	12/28/97 UPS98825431	
INSPECTION TYPE-D, RT FLOORBEAM SUPPORT TO FRAME IS CORRODED OUT OF LIMITS AT FS 120 FWD LWR PIT. REMOVED AND REPLACED FITTING IAW SRM 51-01-20.									

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5320 IPXA	852UP 46052	DOUG DC873F				FITTING	CRACKED CARGO COMPT		12/26/97 UPS98825430
INSPECTION TYPE-D, CARGO COMPARTMENT AFT LWR X SLIDE DOOR T-LATCH BRACKET CRACKED. REMOVED AND REPLACED FITTING IAW SRM 51-1-20.									
5320 IPXA	852UP 46052	DOUG DC873F				FITTING	CORRODED BS 70		12/29/97 UPS98825429
INSPECTION TYPE-D, RT LONG 27 END FITTING IS CORRODED AT FS 70 LWR FWD PIT. REMOVED AND REPLACED FITTING IAW SRM 51-1-21 AND 51-1-20D.									
5320 IPXA	852UP 46052	DOUG DC873F				DOUBLER 5645332117	CORRODED BS 960-980		1/7/98 UPS98825427
INSPECTION TYPE-D, MAIN W/W PRESURE FLOOR UPPER SURFACE FINGER DOUBLER CORRODED BEYOND LIMITS F/S 960 TO 980 RBL 62 TO 69. REMOVED, FABRICATED, AND INSTALLED REPLACEMENT DOUBLER IAW DWG 5645332 AND SRM 51-1-21.									
5320 IPXA	852UP 46052	DOUG DC873F				DOUBLER 5615372673	CRACKED BS 1420-1440		1/3/98 UPS98825433
INSPECTION TYPE-D, FINGER DOUBLER CORRODED AND CRACKED BEYOND LIMITS AT FS 1420 TO 1440 L-31L. REMOVED, FABRICATED, AND INSTALLED REPLACEMENT DOUBLER IAW DWG 5615372 SRM 51-1-21, 51-1-20D, AND 53-4-0.									
5320 IPXA	880UP 46080	DOUG DC873F				FITTING 37508342N	CRACKED BS 692		12/29/97 UPS98825391
INSPECTION TYPE:C, FWD ACCY COMPT, KEEL BEAM END FITTING RBL 5 AT FS 692 AFT SIDE CRACKED. REMOVED AND REPLACED FITTING IAW SRM 57-3-0.									
5347 IPXA	852UP 46052	DOUG DC873F				SEAT TRACK	CORRODED BS 776		1/5/98 UPS98825420
INSPECTION TYPE-D, SEAT TRACK EXFOLIATED FS 776 BL 0. REMOVED, FABRICATED AND INSTALLED REPLACEMENT SECTION OF TRACK IAW SRM 53-1-7 AND 53-2-3.									
5512 IPXA	852UP 46052	DOUG DC873F				SKIN	CRACKED HORIZ STAB		12/28/97 UPS98825418
INSPECTION TYPE-D, LT HORIZ STAB I/B L/E SECTION SKIN EXTERNAL SURFACE AT APPROX STA XFS 293 HAS CRACK. REMOVED DAMAGED AREA AND REPAIRED IAW SRM 55-3-1, 53-2-0, AND 51-1-20.									
5512 IPXA	852UP 46052	DOUG DC873F				SKIN	CRACKED LT HORIZ STAB		12/28/97 UPS98825428
INSPECTION TYPE-D, LT HORZ STAB I/B L/E SECTION EXTERIOR SURFACE AT STA XE29 CRACKED. REPAIRED IAW SRM 55-2-0.									
5712 IPXA	852UP 46052	DOUG DC873F				RIB	CRACKED WS 728.75		12/28/97 UPS98825407
INSPECTION TYPE-D, RT WING L/E RIB UPPER ARM CRACKED BY AFT FASTENER AT STA 728.750. REPAIRED IAW SRM 53-2-0.									
5712 IPXA	852UP 46052	DOUG DC873F				RIB	CRACKED WS 722.5		12/28/97 UPS98825409
INSPECTION TYPE-D, RT WING L/E RIB UPPER ARM CRACKED BY AFT FASTENER AT STA 722.500. REPAIRED IAW SRM 57-2-0.									
5712 IPXA	852UP 46052	DOUG DC873F				RIB	CRACKED WS 672.5		12/29/97 UPS98825416
INSPECTION TYPE-D, RT WING L/E RIB UPPER ARM CRACKED BY AFT FASTENER AT STA XFS 672.500. REPAIRED IAW SRM 57-2-0.									
5712 IPXA	852UP 46052	DOUG DC873F				RIB	CRACKED WS 760		12/28/97 UPS98825411
INSPECTION TYPE-D, RT WING L/E RIB CRACKED AT UPPER ARM BY AFT FASTENER HOLE AT STA 760.000. REPAIRED IAW SRM 57-2-0.									

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5712 IPXA	852UP 46052	DOUG DC873F				RIB	CRACKED WS 753.75		12/28/97 UPS98825412
INSPECTION TYPE-D, RT WING L/E RIB UPPER ARM CRACKED BY AFT FASTENER HOLE AT STA 753.750. REPAIRED IAW SRM 57-2-0.									
5712 IPXA	852UP 46052	DOUG DC873F				RIB	CRACKED WS 728.75		12/28/97 UPS98825408
INSPECTION TYPE-D, RT WING L/E RIB UPPER ARM CRACKED BY AFT FASTENER STA 728.750. REPAIRED IAW SRM 53-2-0 AND 57-2-0.									
5712 IPXA	852UP 46052	DOUG DC873F				RIB	CRACKED WS 810		12/28/97 UPS98825413
INSPECTION TYPE-D, RT WING L/E RIB UPPER ARM CRACKED BY AFT FASTENER STA 810.000. REPAIRED IAW SRM 57-2-0.									
5712 IPXA	852UP 46052	DOUG DC873F				RIB	CRACKED WS 828.75		12/28/97 UPS98825415
INSPECTION TYPE-D, RT WING L/E RIB UPPER ARM CRACKED BY AFT FASTENER AT STA 828.750. REPAIRED IAW SRM 57-2-0.									
5712 IPXA	852UP 46052	DOUG DC873F				RIB	CRACKED WS 722.5		12/28/97 UPS98825410
INSPECTION TYPE-D, RT WING L/E RIB UPPER ARM CRACKED BY AFT FASTENER HOLE AT STA 772.500. REPAIRED IAW SRM 57-2-0.									
5712 IPXA	852UP 46052	DOUG DC873F				RIB	CRACKED WS 435.788		12/27/97 UPS98825406
INSPECTION TYPE-D, LT WING L/E RIB AT STA XS 435.788 IS CRACKED AT THE AFT LWR END. REPAIRED IAW SRM 57-2-0.									
5712 IPXA	852UP 46052	DOUG DC873F				RIB	CRACKED WS 397.75		12/27/97 UPS98825405
INSPECTION TYPE-D, LT WING L/E RIB AT STA XFS 397.75 IS CRACKED AT THE AFT LWR END. REPAIRED IAW SRM 57-3-3 AND SRM ADDN DC8-5720-4087.									
5712 IPXA	852UP 46052	DOUG DC873F				RIB	CRACKED WS 778.75		12/28/97 UPS98825414
INSPECTION TYPE-D, RT WING L/E RIB UPPER ARM CRACKED BY AFT FASTENER HOLE AT STA 778.750. ALSO LWR ARM CRACKED BY AFT FASTENER. REPAIRED IAW SRM 57-2-0.									
5712 IPXA	852UP 46052	DOUG DC873F				RIB	CRACKED WS 448.581		12/29/97 UPS98825426
INSPECTION TYPE-D, RT WING L/E RIB UPPER ARM CRACKED BY AFT FASTENER STA XS 448.581. REPAIRED IAW SRM 57-2-0.									
5712 IPXA	852UP 46052	DOUG DC873F				RIB	CRACKED WS 691.25		12/29/97 UPS98825425
INSPECTION TYPE-D, RT WING L/E RIB CRACKED ON UPPER ARM BY AFT FASTENER STA XFS691.250. REPAIRED IAW SRM 57-2-0.									
5712 IPXA	852UP 46052	DOUG DC873F				RIB	CRACKED WS 616.25		12/29/97 UPS98825424
INSPECTION TYPE-D, RT WING L/E RIB UPPER ARM CRACKED BY AFT FASTENER AT STA XFS 616.250. REPAIRED IAW SRM 57-2-0.									
5712 IPXA	852UP 46052	DOUG DC873F				RIB	CRACKED WS 772.5		12/28/97 UPS98825423
INSPECTION TYPE-D, LT WING L/E RIB AT STA XFS 772.5 IS CRACKED AT THE AFT UPPER END. REPAIRED IAW SRM 57-2-0.									

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5712 IPXA	880UP 46080	DOUG DC873F				RIB	CHAFED WS 422.75		12/29/97 UPS98825386
INSPECTION TYPE:C, LT WING L/E LWR RIB AT STA XFS 422.75 IS CHAFTED BEYOND LIMITS BY THE TAI FLEX DUCT. REPAIRED IAW SRM 57-3-0 AND 57-2-0.									
5720 IPXA	880UP 46080	DOUG DC873F				ANGLE 5769632	CRACKED LT WING		12/29/97 UPS98825387
INSPECTION TYPE:C, LT WING L/E, INBD END, AFT UPPER CORNER, THE L/E ATTACH ANGLE IS CRACKED. REMOVED, FABRICATED, AND INSTALLED REPLACEMENT ANGLE IAW SRM 51-3-0 AND DWG 5769632.									
5730 RRXA	8091U 45995	DOUG DC871F				SKIN	DAMAGED WS 3-13		1/9/98 RRXA98003
WHILE AIRCRAFT SAT ON GROUND AT KMCN, JET BLAST FROM OTHER AIRCRAFT BLOW PASSENGERS STAIR INTO LT WING LEADING EDGE. PASSENGERS STAIR DAMAGED LT WING LEADING EDGE AT STA XFS=13 TO 3.0. REMOVED DAMAGED SECTION FROM LEADING EDGE, DAMAGE EXCEEDED LIMITATIONS IAW DC-8 SRM CHAPTER 57. REPAIRED LT WING LEADING EDGE IAW FAA APPROVED DER COTNEY ENGINEERING SKETCH D76-R01 AND DC-8 SRM 51-1-12 AND 51-1-21.									
5730 IPXA	880UP 46080	DOUG DC873F				SKIN	CORROSION WS 710.5		12/29/97 UPS98825388
INSPECTION TYPE:C LT WING L/E SKIN AT STA 710.5 HAS MODERATE EXFOLIATION CORROSION AT THE L/E. REPAIRED IAW SRM 57-2-1 AND 51-1-21.									
5730 IPXA	880UP 46080	DOUG DC873F				SKIN	CORRODED WS 486		12/29/97 UPS98825389
INSPECTION TYPE:C LT WING L/E SKIN AT STA XW486, AT THE L/E, HAS HEAVY EXFOLIATED CORROSION. CORROSION EXTENDS UNDER REPAIR DOUBLER. REMOVED EXISTING REPAIR DOUBLER, CUTOUT DAMAGE, AND REPAIRED IAW SRM 57-2-1 AND 51-1-21.									
5730 IPXA	880UP 46080	DOUG DC873F				SKIN	CRACKED WS 257		12/30/97 UPS98825390
INSPECTION TYPE:C, LT WING L/E SKIN AT STA XW257 UPPER SURFACE IS CRACKED AT 1 SCREW HOLE. REPAIRED IAW SRM 57-2-1 AND 51-1-21.									
7110 ARWA	1808E 46105	DOUG DC862				COWL 5757519501	MISSING NR 4 ENGINE		1/5/98 ARWA980102
ON POST FLIGHT, FOUND NR 4 ENGINE OUTBOARD AFT COWL MISSING. REMOVED AND REPLACED NR 4 OUTBOARD COWLING FOR A NEW ONE IAW 71-00-00. ALSO INSPECTED NR 4 ENGINE AND OUTBOARD RIGHT WING, NO DAMAGE NOTED.									
2120 MWEA	205ME 47601	DOUG DC932				BLOWER 97852011	FAILED AFT FUSELAGE		1/12/98 MWEA98017
DURING APU CONDITION CHECK GOT SMOKE IN CABIN. MTC REMOVED AND REPLACED GROUND BLOWER AND WATER SEP TEMP VALVE.									
2150 NWAA	965N 47417	DOUG DC931				ACM 2045054	INOPERATIVE TAIL COMPT	38641 6031	1/8/98 9800409915
IN CRUISE FLIGHT, SMOKE IN CABIN ACTIVATED FORWARD LAVATORY SMOKE ALARM. FLIGHT CREW DECLARED RED EMERGENCY AND LANDED AT DESTINATION WITHOUT INCIDENT. MAINTENANCE REPLACED THE LEFT AIR CYCLE MACHINE AND THE LEFT AND RIGHT COALESCER BAG FILTERS. OPERATIONAL CHECK OK.									
2432 NWAA	8926E 45863	DOUG DC931				BATTERY CHARGER	FAILED BATTERY COMPT		1/5/98 9800229946
BATTERY CHARGER ANNUNCIATOR LIGHT ILLUMINATED AFTER TAKEOFF. FLIGHT WAS RETURNED TO MSP AND LANDED WITHOUT INCIDENT. MAINTENANCE REPLACED BATTERY CHARGER AND MAIN BATTERY, OPERATIONAL CHECK NORMAL.									
2530 MWEA	602ME 48133	DOUG DC932				OVEN	DIRTY GALLEY		1/8/98 MWEA98013
FLIGHT ATTEND TURNED OFF LT OVEN, PLASTIC MELTING ON ONE ELEMENT CAUSING SMOKE. MTC CLEANED PLASTIC FROM OVEN.									

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2560 MWEA	302ME 47102	DOUG DC932				SLIDE COVER 591769037	FELL OFF FWD GALLEY		1/6/98 MWEA98012
GALLEY SLIDE COVER FELL OFF. MTC REPLACED.									
2560 MWEA	501ME 47132	DOUG DC932				SLIDE COVER 591769037	FELL OFF GALLEY DOOR		1/8/98 MWEA98896
GALLEY DOOR SLIDE FELL OFF. MAINTENANCE RESECURED SLIDE ASSEMBLY TO DOOR.									
2560 MWEA	501ME 47132	DOUG DC932				SLIDE COVER 591769037	FELL OFF GALLEY DOOR		1/10/98 MWEA98014
GALLEY SLIDE COVER FELL OFF. MTC REINSTALLED.									
2560 VJ6A	924VV 47278	DOUG DC932				SLIDE COVER 591769637	LOOSE L1 DOOR		1/8/98 VJ9800003
ON ARRIVAL AT GATE, EMERGENCY SLIDE COVER CAME AJAR WHEN MAIN PASSENGER DOOR WAS OPENED. REINSTALLED SLIDE COVER IAW MM 25-00 AND PERFORMED REQUIRED INSPECTIONS.									
2565 NWAA	911RW 47149	DOUG DC931				SLIDE BATTERY 113317	DISCHARGED PAX DOOR	13646 1012	1/7/98 6500239965
DURING PERIODIC CHECK, MAIN CABIN DOOR EVACUATION SLIDE BATTERY PACK FAILED TEST. REPLACED SLIDE, OPERATIONAL CHECK OK.									
2565 VJ6A	907VJ 47444	DOUG DC932				SLIDE 113317	LOW PRESSURE R1 DOOR		1/11/98 VJ9800005
GALLEY DOOR EMERGENCY SLIDE PRESSURE INDICATES LOW. REPLACED R1 DOOR SLIDE IAW MM 25-60 AND PERFORMED REQUIRED INSPECTIONS.									
3230 NWAA	943N 47459	DOUG DC932				BYPASS ACTUATOR	BROKEN NLG		1/8/98 9800459921
DURING CLIMBOUT, A LOUD THUMP WAS EMITTED FROM NOSE WHEEL AREA FOLLOWED BY A CONTINUOUS VIBRATION. NOSE AND VIBRATION REDUCED UPON LANDING GEAR EXTENSION. AIRCRAFT RETURNED TO ORIGINATION AND LANDED WITHOUT INCIDENT. MAINTENANCE REPLACED THE BYPASS HANDLE ACTUATOR, LEFT NOSE LANDING GEAR DOOR, CABLE, AND SPRING, OPERATIONAL CHECK OK.									
3241 TWAA	9630A 53561	DOUG DC983				WARNING LIGHT	ILLUMINATED COCKPIT		12/7/97 TWAA9714401
LGA - FLT 427 - DURING TAKEOFF ROLL, WHEEL-NOT-TURNING LIGHT ILLUMINATED. ABORTED TAKEOFF AT 60 KNOTS. PERFORMED CHECK OF BRAKE AND ANTI-SKID SYSTEMS. OPS NORMAL. PLACARDED LIGHT INDICATION PER MEDP 32-12. NEW AIRCRAFT. (X)									
3310 NWAA	307RC 48086	DOUG DC982				LIGHT	INOPERATIVE COCKPIT		1/7/98 9800419305
DURING CLIMB-OUT, FLIGHT CREW DISCOVERED SMOKE COMING FROM UNDER COPILOT'S GLARESHIELD. SMOKE DISIPATED RAPIDLY. FLIGHT RETURNED TO ORIGINATION AS A PRECAUTION AND LANDED WITHOUT INCIDENT. MAINTENANCE DISCOVERED A BROKEN GLARESHIELD LIGHT BULB. DEFERRED COCKPIT GLARESHIELD LIGHTING PER MEL 33-1 AND RETURNED AIRCRAFT TO SERVICE.									
3350 MWEA	800ME 45842	DOUG DC914				BATTERY PACK 60030431	DISCHARGED CABIN		1/10/98 MWEA98015
FLIGHT ATTEND FWD POS EMERG FLASHLIGHT DOESN'T BLINK. MTC REMOVED AND REPLACED BATTERY PACK.									
3350 MWEA	800ME 45842	DOUG DC914				SOCKET 081691	GROUNDING TAIL WALKWAY		1/12/98 MWEA98016
AFT 2 RED FLOOR LIGHTS AND TAIL WALKWAY EMERG LIGHTS INOP. MTC REPAIRED.									

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3350 NWAA	8929E 45866	DOUG DC931				POWER SUPPLY	INOPERATIVE CABIN		1/4/98 9800289948
DURING LINE CHECK, FOUND EMERGENCY EXIT LIGHTS INOPERATIVE AT SEAT ROWS 5 THRU 7. MAINTENANCE REPLACED POWER SUPPLY AND BATTERIES, OPERATIONAL CHECK OK.									
3350 NWAA	8929E 45866	DOUG DC931				POWER SUPPLY	INOPERATIVE CABIN		1/2/98 9800279948
DURING LINE CHECK, FOUND SEAT MOUNTED EMERGENCY EXIT LIGHTS INOPERATIVE AT SEAT ROWS 5 THRU 7. MAINTENANCE REPLACED POWER SUPPLY AND BATTERIES, OPERATIONAL CHECK OK.									
3350 NWAA	8929E 45866	DOUG DC931				BATTERIES	DISCHARGED CABIN		1/6/98 9800269948
DURING LINE CHECK, FOUND FLOOR EMERGENCY EXIT LIGHTS INOPERATIVE AT SEAT ROWS 5 THRU 7. MAINTENANCE REPLACED BATTERIES AT SEAT ROW 11DEF, OPERATIONAL CHECK OK.									
3350 NWAA	8932E 47141	DOUG DC931				WIRE	BROKEN CABIN		1/7/98 9800259996
DURING LINE MAINTENANCE INSPECTION, FOUND FLOOR PROXIMITY EMERGENCY LIGHTS AT ROWS 8, 9, AND 10 INOPERATIVE. REPAIRED BROKEN WIRE, OPERATIONAL CHECK NORMAL.									
3350 NWAA	911RW 47149	DOUG DC931				BATTERY PACK	DISCHARGED LT NACELLE		1/3/98 9800329965
DURING LINE CHECK, FOUND LEFT NACELLE EMERGENCY LIGHT INOPERATIVE AFTER 10 MINUTE CHECK. MAINTENANCE REPLACED LEFT NACELLE BATTERY PACK, OPERATIONAL CHECK OK.									
3350 NWAA	8944E 471671	DOUG DC931				FUSE	INOPERATIVE CABIN		1/5/98 9800299988
DURING LINE CHECK, FOUND EMERGENCY PATHWAY EXIT LIGHTS INOPERATIVE AT SEAT ROWS 14 THRU 17. MAINTENANCE REPLACED BLOWN FUSE AT SEAT ROW 12 RIGHT, OPERATIONAL CHECK OK.									
3350 NWAA	958N 47254	DOUG DC931				WIRE	BROKEN CATWALK		1/3/98 9800309908
DURING LINE CHECK, FOUND CATWALK/EMERGENCY JETTISON HANDLE EXIT LIGHTS INOPERATIVE. MAINTENANCE SPLICED BROKEN WIRE, OPERATIONAL CHECK OK.									
3350 NWAA	3324L 47103	DOUG DC932				BATTERY	DISCHARGED CABIN		1/8/98 9800449941
DURING LINE CHECK, FOUND LEFT AND RIGHT SIDE EMERGENCY EXIT LIGHTS DIM. MAINTENANCE REPLACED BATTERIES, OPERATIONAL CHECK OK.									
3350 NWAA	607NW 47232	DOUG DC932				POWER SUPPLY	INOPERATIVE CABIN		1/2/98 9800319607
DURING LINE CHECK, FOUND FORWARD GALLEY DOOR EMERGENCY LIGHTS INOPERATIVE. MAINTENANCE REPLACED POWER SUPPLY, OPERATIONAL CHECK OK.									
3350 NWAA	942N 47459	DOUG DC932				WIRING	BROKEN CABIN		1/7/98 9800249920
DURING LINE MAINTENANCE INSPECTION, FOUND ROW 18DEF EMERGENCY LIGHTS INOPERATIVE. REPAIRED WIRING, OPERATIONAL CHECK NORMAL.									
3350 NWAA	940N 47572	DOUG DC932				POWER SUPPLY	INOPERATIVE CABIN		1/3/98 9800339918
DURING LINE CHECK, FOUND RIGHT EXTERIOR EMERGENCY LIGHT INOPERATIVE. MAINTENANCE REPLACED POWER SUPPLY, OPERATIONAL CHECK OK.									

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3350 CALA	12514 48113	DOUG DC932			SAFT	BATTERIES AD4002P	DISCHARGED CABIN		1/6/98 CALA9800008
INSPECTION FOUND OVERHEAD EMERGENCY LIGHTS BETWEEN ROWS 18-22 INOPERATIVE. THE BATTERIES IN CHARGER WERE REPLACED AND OPERATION OF THE LIGHTS WAS RESTORED.									
3350 NWAA	775NC 47785	DOUG DC951				CHARGER	INOPERATIVE CABIN		1/6/98 9800359866
DURING LINE CHECK, FOUND TAIL COMPARTMENT EMERGENCY EXIT LIGHTS INOPERATIVE. MAINTENANCE REPLACED CHARGER AND BATTERIES, OPERATIONAL CHECK OK.									
3350 NWAA	780NC 48102	DOUG DC951				POWER SUPPLY	INOPERATIVE CABIN		1/8/98 9800439871
DURING LINE CHECK, FOUND CEILING EMERGENCY EXIT LIGHT INOPERATIVE AT SEAT ROW 21R. MAINTENANCE REPLACED POWER SUPPLY, OPERATIONAL CHECK OK.									
3350 NWAA	787NC 48149	DOUG DC951				FUSE	INOPERATIVE CABIN		1/6/98 9800349878
DURING LINE CHECK, FOUND EMERGENCY EXIT LIGHTS INOPERATIVE AT SEAT ROWS 5 THRU 8. MAINTENANCE REPLACED FUSE IN POWER SUPPLY, OPERATIONAL CHECK OK.									
3350 CALA	14889 49118	DOUG DC982		MARATHON		BATTERIES 25503025	DISCHARGED CABIN		1/13/98 CALA9800019
INSPECTION FOUND EMERGENCY LIGHTS ON CEILING ABOVE ROW 1 TO 4 AND ROW 22 TO 30 INOPERATIVE. THE BATTERIES IN FORWARD CABIN CEILING AND ABOVE ROW 24 WERE REMOVED AND REPLACED.									
3350 AALA	251AA 49270	DOUG DC982		NORDSKOG		LENS 746138	MISSING CABIN		12/7/97 AALA972300
DFW - DURING OVERNIGHT CHECK, CEILING EMERGENCY EXIT SIGN LENS COVER FOUND MISSING. REPLACED CEILING EMERGENCY EXIT SIGN LENS COVER. SYSTEM GROUND CHECKED, NORMAL OPERATION. (X)									
3350 AALA	400AA 49311	DOUG DC982				WIRE	BROKEN CABIN		12/17/97 AALA972479
DFW - DURING OVERNIGHT CHECK, EMERGENCY EXIT LIGHTS IN FIRST CLASS AND HALF OF COACH INOPERATIVE. REPAIRED EMERGENCY EXIT LIGHT WIRE AT FIRST CLASS AREA. SYSTEM GROUND CHECKED NORMAL OPERATION. (M)									
3350 AALA	70404 49315	DOUG DC982				LIGHT	INOPERATIVE CABIN		12/14/97 AALA972410
DFW - DURING OVERNIGHT CHECK, FORWARD LEFT EMERGENCY EXIT LIGHT INOPERATIVE. ACCOMPLISHED EMERGENCY LIGHT TEST WITH NO DEFECTS FOUND. SYSTEM GROUND CHECKED NORMAL OPERATION. UNABLE TO DUPLICATE PROBLEM. (M)									
3350 AALA	70404 49315	DOUG DC982				LIGHT	INOPERATIVE CABIN		12/14/97 AALA972411
DFW - DURING OVERNIGHT CHECK, TAIL COMPARTMENT EMERGENCY LIGHT INOPERATIVE. ACCOMPLISHED EMERGENCY LIGHT TEST WITH NO DEFECTS FOUND. SYSTEM GROUND CHECKED NORMAL OPERATION. UNABLE TO DUPLICATE PROBLEM. (M)									
3350 AALA	424AA 49336	DOUG DC982				CONNECTOR A3060698101	DEFECTIVE CABIN		12/6/97 AALA972305
DFW - DURING OVERNIGHT CHECK, FOUND EMERGENCY AISLE AND OVERWING EMERGENCY EXIT LIGHTS MID-CABIN WERE INOPERATIVE. REPLACED EMERGENCY FLOOR LIGHT CONNECTOR BY FORWARD GALLEY AND AS A PRECAUTIONARY, REPLACED BATTERY PACK. SYSTEM GROUND CHECKED, NORMAL OPERATION. (X)									
3350 AALA	434AA 49452	DOUG DC982				LIGHT	INOPERATIVE CABIN		12/5/97 AALA972311
ORD - DURING OVERNIGHT CHECK, LEFT HAND OVERHEAD EMERGENCY LIGHTS AT ROW 3 WERE FOUND INOPERATIVE. SYSTEM CHECKED AND UNABLE TO DUPLICATE. SYSTEM GROUND CHECKED NORMAL OPERATION. (X)									

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3350 AALA	450AA 49476	DOUG DC982				LIGHT 0200366003	DEFECTIVE TAIL CONE		11/26/97 AALA972266
DFW - DURING OVERNIGHT CHECK, TAIL CONE SLIDE LIGHT FOUND INOPERATIVE. REPLACED EMERGENCY LIGHT ASSEMBLY. SYSTEM GROUND CHECKED, NORMAL OPERATION. (X)									
3350 AALA	466AA 49596	DOUG DC982				LIGHT	DEFECTIVE CABIN		12/14/97 AALA972406
DFW - DURING OVERNIGHT CHECK, LIGHT STRIP AT FORWARD GALLEY INOPERATIVE. REPLACED LIGHT STRIP AT FORWARD GALLEY. SYSTEM GROUND CHECKED NORMAL OPERATION. (M)									
3350 AALA	492AA 49730	DOUG DC982				CONNECTOR A3060698101	LOOSE CABIN		12/6/97 AALA972301
ATL - FLT 1988 - DURING FLIGHT, EMERGENCY FLOOR LIGHT IN FIRST CLASS PART OF CABIN FOUND INOPERATIVE. RE-SECURED LOOSE EMERGENCY FLOOR LIGHT STRIP CONNECTORS IN FIRST CLASS PART OF CABIN. SYSTEM GROUND CHECKED, NORMAL OPERATION. (X)									
3350 AALA	70504 49798	DOUG DC982				WIRE	LOOSE CABIN		12/5/97 AALA972303
DFW - DURING OVERNIGHT CHECK, FOUND EMERGENCY LIGHTS IN COCKPIT AND BOTH SIDES OF FORWARD ENTRY INOPERATIVE. RE-SECURED LOOSE WIRE TO EMERGENCY LIGHT PACK ASSEMBLY. SYSTEM GROUND CHECKED, NORMAL OPERATION. (X)									
3350 AALA	555AN 53085	DOUG DC982				LIGHT	DEFECTIVE CABIN		12/11/97 AALA972380
DFW - DURING OVERNIGHT CHECK, EMERGENCY FLOOR LIGHTS INOPERATIVE AT ROWS 12, 17 AND 33. REPLACED BROKEN EMERGENCY FLOOR LIGHT STRIPS AT PASSENGER SEAT ROWS 12, 17 AND 20. SYSTEM GROUND CHECKED NORMAL OPERATION. (M)									
3350 AALA	555AN 53085	DOUG DC982				LIGHT	DEFECTIVE CABIN		12/1/97 AALA972269
PHX - DURING OVERNIGHT CHECK, EMERGENCY EXIT FLOOR LIGHTS AT FORWARD GALLEY FOUND INOPERATIVE. REPLACED EMERGENCY EXIT FLOOR LIGHT STRIP AT FORWARD GALLEY. SYSTEM GROUND CHECKED, NORMAL OPERATION. (X)									
3350 AALA	561AA 53091	DOUG DC982				LIGHT	DEFECTIVE CABIN		12/5/97 AALA972304
DFW - DURING OVERNIGHT CHECK, FOUND EMERGENCY FLOOR LIGHTS BY FORWARD GALLEY INOPERATIVE. REPLACED EMERGENCY FLOOR LIGHT STRIP BY FORWARD GALLEY. SYSTEM GROUND CHECKED, NORMAL OPERATION. (X)									
3350 AALA	580AA 53157	DOUG DC982				LIGHT L201011	DEFECTIVE CABIN		12/4/97 AALA972293
TUL - DURING OVERNIGHT CHECK, EMERGENCY EXIT LIGHT IN FORWARD ENTRY AREA FOUND INOPERATIVE. REPLACED FORWARD ENTRY EMERGENCY EXIT LIGHT. SYSTEM GROUND CHECKED, NORMAL OPERATION. (X)									
3350 ASAA	939AS 49657	DOUG DC983				BATTERIES	DISCHARGED CABIN		11/21/97 ASAA9780271
SEA - DURING MAINTENANCE CHECK, THE OVERHEAD EMERGENCY LIGHTS IN THE AFT CABIN WERE FOUND INOPERATIVE. REPLACED THE BATTERIES IN THE POWER SUPPLY AND OPERATED NORMALLY. (M)									
3350 ASAA	939AS 49657	DOUG DC983				CONNECTOR	DISCONNECTED CABIN		11/21/97 ASAA9780269
SEA - DURING MAINTENANCE CHECK, THE EMERGENCY FLOOR TRACK LIGHTS IN THE FORWARD CABIN WERE FOUND INOPERATIVE. RECONNECTED CONNECTOR TO LIGHT ASSEMBLY AND OPERATED NORMALLY. (M)									

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3350 ASAA	939AS 49657	DOUG DC983				LIGHT 1001191	DEFECTIVE CABIN		11/9/97 ASAA9780264
SEA - DURING MAINTENANCE CHECK, THE FORWARD PORTABLE EMERGENCY LIGHT WAS FOUND INOPERATIVE. REPLACED THE LIGHT ASSEMBLY AND OPERATED NORMALLY. (M)									
3350 ASAA	939AS 49657	DOUG DC983				BATTERIES 014597101	DISCHARGED CABIN		11/21/97 ASAA9780270
SEA - DURING MAINTENANCE CHECK, THE OVERHEAD EMERGENCY LIGHTS IN THE MID CABIN WERE FOUND INOPERATIVE. REPLACED THE BATTERIES IN THE POWER SUPPLY AND OPERATED NORMALLY. (M)									
3350 ASAA	947AS 53020	DOUG DC983				LIGHT 8100022601	BROKEN CABIN		11/21/97 ASAA9780272
SEA - PRIOR TO DEPARTURE OF FLIGHT 530, CREW REPORTED THE EMERGENCY FLOOR TRACK LIGHTS IN THE FORWARD CABIN WERE INOPERATIVE. REPLACED LIGHT SOCKET ASSEMBLY AND TRACK COVER AND OPERATED NORMALLY. (M)									
3350 ASAA	947AS 53020	DOUG DC983				WIRING	DEFECTIVE CABIN		11/28/97 ASAA9780275
SEA - DURING MAINTENANCE CHECK, THE EMERGENCY FLOOR TRACK LIGHTS IN THE FORWARD CABIN WERE FOUND INOPERATIVE. REPLACED DEFECTIVE WIRING IN TRACK AND OPERATED NORMALLY. (M)									
3350 ASAA	942AS 53052	DOUG DC983				SIGN S791636310	MELTED CABIN		11/19/97 ASAA9780268
SEA - DURING MAINTENANCE CHECK, FOUND THE RT FORWARD OVERWING EMERGENCY EXIT IDENTIFIER HAS ONE LAMP AND CIRCUIT PLATE MELTED. REPLACED THE LAMP AND CIRCUIT PLATE ASSEMBLY AND OPERATED NORMALLY. (M)									
3350 ASAA	961AS 53075	DOUG DC983				LIGHT 1001191	DEFECTIVE CABIN		11/23/97 ASAA9780273
LAX - DURING MAINTENANCE CHECK, THE FORWARD PORTABLE EMERGENCY LIGHT WAS FOUND INOPERATIVE. REPLACED THE LIGHT ASSEMBLY AND OPERATED NORMALLY. (M)									
3350 ASAA	962AS 53076	DOUG DC983				CONNECTOR	DISCONNECTED CABIN		11/17/97 ASAA9780267
PDX - PRIOR TO DEPARTURE OF FLIGHT 507, CREW REPORTED THE EMERGENCY FLOOR TRACK LIGHT IN THE FORWARD CABIN WERE INOPERATIVE. RECONNECTED CONNECTOR TO LIGHT AT ROW 3 AND OPERATED NORMALLY. (M)									
3350 AALA	596AA 53286	DOUG DC983				WIRE	MISWIRED CABIN		11/20/97 AALA972218
DFW - DURING OVERNIGHT CHECK, FOUND EMERGENCY EXIT FLOOR PATH LIGHTS AT ROW 21 AND AFT INOPERATIVE. CORRECTED FLAT WIRE POLARITY. SYSTEM GROUND CHECKED, NORMAL OPERATION. (X)									
3350 ASAA	977AS 53453	DOUG DC983				LIGHT 1001191	DEFECTIVE CABIN		11/6/97 ASAA9780261
PDX - DURING MAINTENANCE CHECK, THE FORWARD PORTABLE EMERGENCY LIGHT WAS FOUND INOPERATIVE. REPLACED THE LIGHT ASSEMBLY AND OPERATED NORMALLY. (M)									
3350 ORJA	753RA 49587	DOUG DC987				WIRING	DISCONNECTED CABIN		12/13/97 ORJA97211
EMERGENCY LIGHT ROW 10 INOP. RECONNECTED WIRE UNDER SEAT 10F, OPS CHECK GOOD. (M)									
3417 NWAA	1309T 47316	DOUG DC931				CADC 2587400176	INOPERATIVE E/E COMPT	33610 2048	1/8/98 9800399944
DURING CLIMB-OUT, CAPTAIN'S ALTIMETER AND VERTICAL AIRSPEED INDICATOR BECAME INOPERATIVE. AIRCRAFT RETURNED TO ORIGINATION AND LANDED WITHOUT INCIDENT. MAINTENANCE REPLACED THE NR 1 CENTRAL AIR DATA COMPUTER. OPERATIONAL CHECK OK.									

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3421 NWAA	958N 47254	DOUG DC931				VERTICAL GYRO 258733511	MALFUNCTIONED LT COCKPIT	40118 3546	1/5/98 9800219909
CAPTAIN'S FLIGHT DIRECTOR FAILED AFTER TAKEOFF. FLIGHT WAS RETURNED TO CLE AND LANDED WITHOUT INCIDENT. REPLACED CAPTAIN'S VERTICAL GYRO, OPERATIONAL CHECK NORMAL.									
5230 NWAA	3310L 45705	DOUG DC914				CATCH PLATE	OUT OF ADJUST CARGO DOOR		12/30/97 9724889178
DURING TAKEOFF, AFT CARGO DOOR WARNING LIGHT ILLUMINATED. ABORTED TAKEOFF AT 100 KTS. MAINTENANCE RESHIMMED DOOR WARNING CATCH PLATE, OPERATIONAL CHECK OK.									
5240 ASAA	942AS 53052	DOUG DC983				PIN 49376951	BROKEN L2 DOOR		11/25/97 ASAA9780274
SEA - AFTER ARRIVAL OF FLT 705 - CREW REPORTED, THE L2 DOOR HANDLE WAS RUBBING ON DOOR FRAME MAKING IT DIFFICULT TO GRIP HANDLE. REPLACED THE L2 DOOR HANDLE RETAINING PIN AND OPERATED NORMALLY. (M)									
5311 ABXA	959AX 47761	DOUG DC941		DOUG		FRAME 99577411	CORRODED BS 577		1/9/98 9800009
DURING MOD/D-CHECK, FOUND FRAME AT STA 577 CORRODED JUST OUTBD OF LONGERON 27R. REPLACED FRAME IAW DC9 SRM 51-30-2 AND 51-30-5.									
5311 ABXA	959AX 47761	DOUG DC941		DOUG		FORMER 591359615	CRACKED BS 1132		1/9/98 9800011
DURING MOD/D-CHECK, FOUND A FORMER AT STA 1132 BULGED AND CRACKED BETWEEN LONGERONS 13R AND 14R. REPAIRED FORMER IAW DC9 SRM 53-03.									
5311 NWAA	401EA 47682	DOUG DC951				FRAME	CRACKED BS 46		12/18/97 9724899885
DURING H-CHECK, FOUND A CRACK IN THE RIGHT FORWARD NOSE GEAR DOOR HINGE SUPPORT BEAM FS 46. REPAIRED PER EA 98-153431.									
5311 NWAA	401EA 47682	DOUG DC951				FRAME	CRACKED BS 1275		1/8/98 9800499885
DURING H-CHECK, FOUND A CRACK IN THE FRAME CAP WHERE IT ATTACHES TO LONGERON 4R FS 1275. REPAIRED PER EA 98-153443.									
5311 NWAA	784NC 48109	DOUG DC951				FRAME	CRACKED BS 1316		12/7/97 9724999875
DURING L-CHECK, FOUND A CRACK IN THE 1316 CANTED FRAME BELOW THE VENTRAL STAIR ACTUATOR CYLINDER. REPAIRED PER E A 98-153401.									
5312 NWAA	9341 47390	DOUG DC931				BULKHEAD DOUBLER	CRACKED AFT PRESS BLKHD		12/20/97 9724929977
DURING L-CHECK, FOUND A CRACK IN THE AFT PRESSURE BULKHEAD DOUBLER AT THE UPPER LEFT DOOR STOP. REPAIRED PER EA 99-114603.									
5312 NWAA	606NW 47225	DOUG DC932				BULKHEAD	CRACKED AFT PRESS BLKHD		12/8/97 9725009606
DURING LINE CHECK, FOUND CRACK IN THE AFT PRESSURE BULKHEAD SKIN AT THE UPPER LEFT AND RIGHT DOOR STOPS. REPAIRED PER EA 96-153409.									
5313 ABXA	968AX 47499	DOUG DC941		DOUG		LONGERON 59114277	CRACKED BS 1041		1/9/98 9800005
DURING C-CHECK, FOUND LONGERON 16R CRACKED AT STA 1041. REPAIRED LONGERON DC9 SRM 53-02.									
5313 ABXA	968AX 47499	DOUG DC941		DOUG		LONGERON 59114279	CRACKED BS 1056		1/9/98 9800004
DURING C-CHECK, FOUND LONGERON 17L CRACKED AT THE FRAME ATTACH BOLTS STA 1056. REPLACED LONGERON FROM STA 1036 TO 1072 DC9 SRM 53-02.									

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5315 NWAA	762NW 47395	DOUG DC941				FLOORBEAM	CRACKED BS 737		11/25/97 9725019762
DURING L-CHECK, FOUND CRACK IN THE UPPER CHORD OF FLOORBEAM FS 737. REPAIRED PER EA 97-152975.									
5320 NWAA	952N 47073	DOUG DC931				PRESS PANEL	CRACKED BS 110		12/8/97 9724949902
DURING L-CHECK, FOUND CRACK IN NOSE LANDING GEAR WHEEL WELL HORIZONTAL PRESSURE PANEL FS 110 AT THE LEFT OUTBOARD VERTICAL STIFFENER. REPAIRED PER EA 99-153399.									
5320 NWAA	915RW 47139	DOUG DC931				FITTING	CORRODED BS 622		12/31/97 9724939957
DURING M-CHECK, FOUND CORROSION ON LONGERON 29R SPLICE FITTING AT FS 622. REPLACED FITTING PER SRM 51-10-3.									
5320 NWAA	915RW 47139	DOUG DC931				FITTING	CORRODED BS 749		1/8/98 9800489957
DURING M-CHECK, FOUND CORROSION ON LONGERON 29R END FITTING FS 749. REPLACED FITTING PER SRM 51-01.									
5320 NWAA	915RW 47139	DOUG DC931				FITTING	CORRODED BS 747-755		1/8/98 9800479957
DURING M-CHECK, FOUND CORROSION LONGERON 30L END FITTING FS 747 TO 755. REPLACED FITTING (P/N 3915135-515N) PER SRM 51-01.									
5320 NWAA	1332U 47404	DOUG DC931				SUPPORT	CORRODED BS 218-305		12/23/97 9724919935
DURING M-CHECK, FOUND CORROSION ON THE CENTERLINE FLOOR SUPPORT BETWEEN FS 218 TO 305. REPAIRED PER EA 99-153419.									
5320 NWAA	943N 47647	DOUG DC932				PRESS PANEL	CRACKED BS 105		1/7/98 9800519921
DURING L-CHECK, FOUND CRACK IN NOSE LANDING GEAR WHEEL WELL HORIZONTAL PRESSURE PANEL AT LEFT OUTBOARD VERTICAL SUPPORT FS 105. REPAIRED EA 99-153448.									
5320 NWAA	943N 47647	DOUG DC932				PRESS PANEL	CRACKED BS 83		1/7/98 9800509921
DURING L-CHECK, FOUND A CRACK IN THE NOSE LANDING GEAR WHEEL WELL HORIZONTAL PRESSURE PANEL ON RIGHT SIDE AT FS 83. REPAIRED PER EA 99-153449.									
5320 ABXA	968AX 47499	DOUG DC941			DOUG	SHEAR TIE 99577397	CRACKED BS 1024		1/9/98 9800006
DURING C-CHECK, FOUND 2 SHEAR TIES CRACKED AT STA 1024 BETWEEN LONGERONS 14R AND 15R AND BETWEEN 15R AND 16R. REPLACED SHEAR TIES IAW DC9 SRM 51-30-2 AND 51-30-5.									
5320 ABXA	968AX 47499	DOUG DC941			DOUG	CUSP WEB 99101515	CRACKED BS 640		1/9/98 9800003
DURING C-CHECK, FOUND THE LT CUSP WEB CRACKED AT A LIGHTENING HOLE AT STA 640. REPAIRED CUSP WEB IAW DC9 SRM 53-01.									
5320 ABXA	959AX 47761	DOUG DC941			DOUG	FITTING 3957174503	CORRODED BS 1153		1/9/98 9800007
DURING MOD/D-CHECK, FOUND THE VENTRAL STAIR DOOR JAMB FITTING ON THE RT SIDE AT STA 1153 CORRODED. REPLACED FITTING IAW DC9 SRM 51-30-1, 51-30-2, AND 51-30-5.									
5320 ABXA	959AX 47761	DOUG DC941			DOUG	SHEAR TIE 99118605	CRACKED BS 1185		1/9/98 9800008
DURING MOD/D-CHECK, FOUND AFT ACCESSORY COMPARTMENT FRAME STA 1185 SHEAR TIE JUST LT OF LONGERON 1 CRACKED, 8 INCHES LONG. REPLACED SHEAR TIE.									

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5320 NWAA	401EA 47682	DOUG DC951				SUPPORT	CORRODED BS 237-256		12/12/97 9725039885
DURING H-CHECK, FOUND CORROSION ON THE CENTERLINE CABIN FLOOR SUPPORT BETWEEN FS 237 TO 256. REPAIRED PER EA 98-153420.									
5320 NWAA	401EA 47682	DOUG DC951				PRESS PANEL	CRACKED BS 110		12/18/97 9725049885
DURING H-CHECK, FOUND CRACK IN THE NOSE LANDING GEAR WHEEL WELL HORIZONTAL PRESSURE PANEL AT THE RIGHT INBAORD FITTING FS 110. REPAIRED PER EA 98-153405.									
5320 NWAA	784NC 48109	DOUG DC951				PRESS PANEL	CRACKED BS 83		12/4/97 9725029875
DURING L-CHECK, FOUND CRACK IN NOSE LANDING GEAR WHEEL WELL HORIZONTAL PRESSURE PANEL AT RIGHT FRAME ATTACH FITTING FS 83. REPAIRED PER EA 98-153390.									
5320 CALA	936AS 49363	DOUG DC982				JAMB	CORRODED CARGO DOOR		1/7/98 CALA9800009
INSPECTION FOUND Z-ANGLE BEAM REPAIR STRAP CORRODED AT AFT CARGO BIN LOWER DOOR JAMB. THE REPAIR STRAP WAS REPLACED IAW SRM 53-05, FIGURE 63.									
5320 CALA	936AS 49363	DOUG DC982				BRACKET	CRACKED CARGO COMPT		1/10/98 CALA9800014
INSPECTION FOUND BRACKET ANGLE CRACKED IN MID BAG BIN ABOVE LT OUTBOARD FORWARD CORNER OF FUEL TANK. A NEW BRACKET WAS INSTALLED IAW SRM 51-30-5.									
5330 MWEA	502ME 48132	DOUG DC932				SKIN	GOUGED BS 814		1/13/98 MWEA98018
LT SIDE FUSE SKIN STA 814 L20 HAS DEEP GOUGE. MTC REPAIRED IAW SRM 53-04 FIG 38 VIEW R.									
5347 MWEA	502ME 48132	DOUG DC932				SEAT TRACK	CORRODED BS 200		1/13/98 MWEA98020
NR 3 CABIN FS 200 GALLEY MOUNT SEAT TRACK CORRODED FWD END. MTC REPAIRED IAW SRM 53-05 FIG 4B.									
5350 NWAA	953N 47083	DOUG DC931				CLIPS	SPRUNG TAIL CONE		1/9/98 9800469903
DURING TAIL CONE FUNCTIONAL CHECK, FOUND THAT INSUFFICIENT FORCE WAS REQUIRED TO REMOVE INTERIOR HANDLE. REPLACED HANDLE CLIPS, FUNCTIONAL CHECK OK.									
5350 CALA	936AS 49363	DOUG DC982				CABLES	OUT OF ADJUST TAIL CONE		1/10/98 CALA9800013
PULL FROM THE TAIL CONE INTERIOR RELEASE HANDLE WAS EXCESSIVE AT 40 POUNDS. THE LATCH CABLES WERE RIGGED IAW MM 53-53-00.									
5522 MWEA	502ME 48132	DOUG DC932				SKIN	GOUGED RT ELEVATOR		1/13/98 MWEA98019
RT ELEV TRAILING EDGE HAS 3 DEEP GOUGES STA XHS158 AND 204.1. MTC REPAIRED IAW SRM 53-03 FIG 15.									
5730 ABXA	959AX 47761	DOUG DC941			DOUG	PANEL 59127372	CORRODED WS 353-445		1/9/98 9800010
DURING MOD/D-CHECK, FOUND THE RT WING TRAILING EDGE HONEYCOMB PANEL BETWEEN STA XRS 353 TO 445 LOWER SURFACE CORRODED FIVE PLACES AT THE TRAILING EDGE OF THE PANEL AND BULGED AROUND SEVERAL FASTENER HOLES ON THE UPPER SURFACE. REPLACED TRAILING EDGE PANEL IAW DC9 SRM 51-30-2 AND 51-30-1.									
5743 ABXA	959AX 47499	DOUG DC941			DOUG	FITTING 5924841501	CORRODED LT MLG		1/9/98 9800012
DURING MOD/D-CHECK, FOUND THE LT MLG TRUNNION FITTING CORRODED BEYOND LIMITS AT THE LOWER OUTBD FLANGE AND THE SIDE BRACE ATTACH LUG. REPLACED TRUNNION FITTING IAW ABX EA 57430025003.									

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5753 ABXA	968AX 47499	DOUG DC941			DOUG	SKIN 99575791	CORRODED LT TE FLAP		1/9/98 9800002
DURING C-CHECK, FOUND THE LT FLAP LOWER SURFACE SKIN AT STA XRS 137 CORRODED. REPLACED SKIN IAW DC9 SRM 51-30-1, 51-30-3, 51-10-4.									
7200 CALA	16804 49246	DOUG DC982	PWA JT8D217A			SUPPORT COVER 803605	BROKEN NR 2 ENGINE		1/4/98 CALA9800004
THE FLIGHT ATTENDANT REPORTED, LIGHT SMOKE IN THE CABIN WHILE EN ROUTE. WHILE ACCOMPLISHING ABNORMAL PROCEDURES THE RT ENGINE OIL QUANTITY BEGAN TO DECREASE. THE AIRCRAFT WAS DIVERTED TO OMA WHERE IT LANDED WITHOUT INCIDENT. MAINTENANCE FOUND THE NR 2 ENGINE SUPPORT CASE COVER BROKEN. THE SUPPORT COVER WAS REPLACED. IN ADDITION, THE COALESCER BAGS WERE REPLACED AND A BURNOUT OF THE HIGH PRESSURE PNEUMATIC SYSTEM WAS PERFORMED IAW MM 21-20-02, PAGE 209-216.									
7314 VJ6A	916VV 47445	DOUG DC932	JT8D7B			FUEL PUMP 371900	FAILED RT ENGINE		1/9/98 VJ9800004
ON DESCENT AT FL80, AIRSPEED AT 250 KTS, THROTTLES AT IDLE AND N2 AT 20 PERCENT, RT ENGINE FLAMED OUT. REPLACED NR 2 ENGINE FUEL PUMP IAW MM 73-10-1; RAN ENGINE, OPS AND LEAK CHECKED GOOD. OBSERVATIONS ARE A SHEARED SHAFT IN FUEL PUMP.									
2450 FDEA *****	614FE 48528	DOUG MD11F				WIRING	FIRE CARGO COMPT		1/7/98 98FDEA00012
CENTER CARGO COMP NR 4L ROLLER INOP., PAP5 C/B. REMOVED FLOOR BOARDS, FOUND THE WIRING, UNDER THE FLOOR HAD A FIRE. WIRING WAS BURNED UP, ALSO BELLFRAME HAD HOLE BURNED THRU FRAME AT STA 1641, BETWEEN LONG 47 AND 48. NOTED ON N/R'S 02 AND 24, DURING B-CHECK MAINT REMOVED DAMAGED AREA, VERIFIED ALL DAMAGE REMOVED EDDY CURRENT INSPECTED AREA. NO INDICATIONS OF CRACKS NOTED. INSTALLED DOUBLER PER SRM 53-30-00, ITEM 2. WIRING PROBLEM: SPLICED WIRES PER WIRING DIAGRAM 25-52-06, OPS. CHK OF LOADING SYSTEM FOUND NORMAL, PER M/M 25-50. SIGNED OFF MACH ITEM 25-50/2769. RELEASE A/C 1-7-98.									
3350 DALA	804DE 48475	DOUG MD11			5519881	BATTERY PACK	DISCHARGED CABIN		1/8/98 DLM11980057
BATTERY PACKS NR 5 AND 6 FAILED EMER LTS TEST: FAIL MSGS WERE BATT NR 5 LO AND BATT NR 6 LO. REPLACED BOTH BATTERY PACKS IN NR 5 AND 6 CHARGERS, OPERATION NORMAL.									
5320 AALA	1767A 48598	DOUG MD11				SUPPORT	CORRODED BS 2000-2007		12/6/97 AALA972329
TUL - FLOOR SUPPORT CORRODED INBOARD OF NR 2 GALLEY SUPPORT. REMOVED FLOORBOARD SUPPORT, FABRICATED NEW SUPPORT PER AARD 51-10-00-1 PAGE 1 AND INSTALLED PART PER SRM 53-00-01. (M)									
5320 AALA	1767A 48598	DOUG MD11				SUPPORT	CORRODED BS 1887-2007		12/7/97 AALA972320
TUL - NR 4 GALLEY SUPPORT HAS CORROSION SEVERAL AREAS. INSTALLED NEW GALLEY SUPPORT PER AARD 51-10-00-1 PAGE 1. (M)									
5320 AALA	1767A 48598	DOUG MD11				SUPPORT	CORRODED BS 1887-2007		12/7/97 AALA972327
TUL - FOUND CORROSION ON NR 1 GALLEY SUPPORT. INSTALLED SHOP MANUFACTURED GALLEY SUPPORT PER AARD 51-10-00-1 PAGE 1. (M)									
5320 AALA	1767A 48598	DOUG MD11				SUPPORT	CORRODED BS 1867-1887		12/7/97 AALA972325
TUL - G-8 RIGHT GALLEY SUPPORT HAS CORROSION SEVERAL AREAS. INSTALLED NEW GALLEY SUPPORT PER AARD 51-10-00-1 PAGE 1. (M)									
5320 AALA	1767A 48598	DOUG MD11				SUPPORT	CORRODED BS 1887-2007		12/7/97 AALA972326
TUL - NR 3 GALLEY SUPPORT HAS CORROSION SEVERAL AREAS. INSTALLED NEW GALLEY SUPPORT PER AARD 51-10-00-1 PAGE 1. (M)									

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5347 AALA	1767A 48598	DOUG MD11				SEAT TRACK	CORRODED BS 1887-2007		12/7/97 AALA972328
TUL - FOUND CORROSION ON NR 2 GALLEY SUPPORT. INSTALLED SHOP MANUFACTURED NR 2 GALLEY SUPPORT PER AARD 51-10-00-1 PAGE 1. (M)									
5347 AALA	1767A 48598	DOUG MD11				SEAT TRACK	CORRODED BS 1883-1887		12/7/97 AALA972322
TUL - FOUND CORROSION ON SEAT TRACK. MFG NEW SEAT TRACK PER SRM 51-10-00-01 AND INSTALLED TRACK WITH SPLICE PER SRM 53-70-00-0 FIG 8 SHEET 1. (M)									
5347 AALA	1767A 48598	DOUG MD11				SEAT TRACK	CORRODED BS 1314-1354		12/7/97 AALA972321
TUL - FOUND CORROSION ON NR 2 SEAT TRACK. SPLICED IN NEW SECTION OF TRACK PER SRM 53-70-00. (M)									
5347 AALA	1767A 48598	DOUG MD11				SEAT TRACK	CORRODED BS 1882-1887		12/7/97 AALA972323
TUL - FOUND CORROSION ON NR 4 SEAT TRACK. INSTALLED NEW SEAT TRACK PER SRM 53-70-00-0 FIGURE 8 SHEET 1. (M)									
5347 AALA	1767A 48598	DOUG MD11				SEAT TRACK	CORRODED BS 1315/1348		12/7/97 AALA972319
TUL - DURING C-CHECK, FOUND CORROSION ON NR 7 SEAT TRACK IN CABIN AT STATION 1315 AND STATION 1348. REMOVED CORRODED SECTION OF SEAT TRACK AND SPLICED IN NEW SECTION OF SEAT TRACK PER SRM 53-70-00 FROM STATION 1265 TO STATION 1391. (M)									
5347 AALA	1767A 48598	DOUG MD11				SEAT TRACK	CORRODED BS 1351		12/5/97 AALA972337
TUL - FOUND CORROSION ON SEAT TRACK NR 8 AT APPROX STATION 1351. PERFORMED SEAT TRACK REPAIR AS PER SRM 53-70-00-0 VOL 1 FIG 4. REMOVED DAMAGED AREA AND INSTALLED PLUG. (M)									
5347 AALA	1767A 48598	DOUG MD11				SEAT TRACK	CORRODED BS 1882-1887		12/7/97 AALA972324
TUL - CORROSION ON NR 5 SEAT TRACK. INSTALLED NEW SEAT TRACK PER AARD 51-10-00-1 PAGE 1. (M)									
2910 DALA	933DL 49720	DOUG MD88				HYD LINE 290051518	RUPTURED LT TR UNIT		1/8/98 DLM88980047
APU AIR CONDITIONING PUTS SMOKE IN CABIN. FOUND RUPTURED LEFT THRUST REVERSER HYD PRESS LINE.									
3350 DALA	934DL 49721	DOUG MD88			RPS1B	CONNECTOR	LOOSE CABIN		1/9/98 DLM88980060
EMERGENCY TRACK LIGHTS INOP FROM SEAT 4C TO SEAT 15D. RESEATED CONNECTOR ON POWER SUPPLY, CKS GOOD.									
4990 DALA	947DL 49878	DOUG MD88				OIL SYST	LEAKING APU		1/7/98 DLM88980039
WHEN WING ANTI-ICE WAS TURNED ON CABIN TEMP, IT GOT VERY HOT WITH AN ACCOMPANYING SMELL, ALSO SMOKE (LIGHT) THROUGHOUT CABIN WHICH ACTIVATED SMOKE ALARM IN REAR LAV. FOUND APU LEAKING OIL INTO APU. CORRECTED LEAK, PERFORMED BURNOUT.									
2450 DALA	906DA 53386	DOUG MD9030				RELAY	FAILED E/E COMPT		1/6/98 DLM90980036
SHORTLY AFTER T/O, EMERGENCY PWR IN USE LIGHT CAME ON. CAPT PFD FAILED. LATER ACS FAULT MSG IN OAP. RETURNED TO ABQ. REMOVED AND REPLACED RELAY R2-47.									

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3230 SWIA	237SW 120314	EMB EMB120ER	PWA PW118A			RETRACT MECH	OUT OF ADJUST LT MLG		12/17/97 SWIA971050
AT TAKEOFF ON GEAR RETRACTION, LEFT MAIN LANDING GEAR RED A AND B LIGHTS STAY ON. RECYCLED GEAR NO HELP. RETURNED TO SLC. FOUND UPLOCK HOOK/UPLOCK ACTUATOR CYLINDER ADJUSTMENT OFF. ADJUSTED ROLLER PER MM 32-32-09. OPS CHECKS GOOD.									
3230 COMA	257CA 120248	EMB EMB120RT				RETRACT MECH	MALFUNCTIONED NLG		1/10/98 COMA9810020
NOSE GEAR WOULD NOT RETRACT AFTER T/O. RECYCLED, NO LUCK. ALL RED AND GREEN LIGHTS ON N/G WERE ON WITH HANDLE IN UP POSITION. ALL GEAR LOCKED DOWN NORMAL WITH HANDLE DOWN. FERRIED FROM MDW TO CVG WHERE LANDING GEAR SOLENOID VALVE, NOSE GEAR RESTRICTOR VALVE AND NOSE GEAR SEQUENCE VALVES WERE CHANGED RESULTING IN NORMAL OPERATIONAL CHECKS ON JACKS. SOLENOID VALVE (S/N 738) TT 15662. RESTRICTOR VALVE (S/N 425) TT 15662. SEQUENCE VALVES (S/N 1738) TT 15662. SEQUENCE VALVES (S/N 1540) TT 14239.									
3230 COMA	257CA 120248	EMB EMB120RT			ERAM 1973000015	DOWNLOCK ACT 2072500001	MALFUNCTIONED NLG	13255	1/9/98 COMA9810019
AFTER DEPARTURE, THE NOSE GEAR WOULD NOT RETRACT. AIRCRAFT RETURNED TO THE AIRPORT. REPLACED THE DOWNLOCK ACTUATOR.									
3230 COMA	257CA 120248	EMB EMB120RT				SHUT OFF VALVE 12041912001	FAILED NLG		1/8/98 COMA9810018
THE NOSE GEAR WOULD NOT RETRACT AFTER TAKEOFF. AIRCRAFT RETURNED TO THE FIELD. REPLACED THE NLG HYDRAULIC SOV.									
3260 SWIA	237SW 120314	EMB EMB120ER	PWA PW118A			PROX SENSOR	FAILED LT MLG		12/16/97 SWIA971049
AFTER DEPARTURE, RETRACTED GEAR, LEFT MAIN A AND B INDICATED RED GEAR NOT FULLY RETRACTED. RETURNED TO SLC. REMOVED AND REPLACED LANDING GEAR RELAY BOX AND REMOVED AND REPLACED LEFT MAIN LANDING GEAR UPLOCK A AND B PROXIMITY SENSOR PER MM 32-61-07. OPERATED GEAR. OPS CHECKS GOOD WITH NO FAULTS NOTED.									
3260 COMA	462CA 120264	EMB EMB120RT				WIRE HARNESS 2050500101	DAMAGED LT MLG		1/6/98 COMA9810016
WEIGHT ON WHEELS SAFETY LATCH ON LANDING GEAR CONTROL DID NOT RELEASE AFTER TAKEOFF. REPLACED THE LEFT MLG WEIGHT ON WHEELS SWITCH HARNESS.									
3260 COMA	463CA 1267	EMB EMB120RT				PROX SENSOR MS3476L106P	DEFECTIVE LT MLG		1/12/98 COMA9810021
DURING APPROACH, THE LANDING GEAR WOULD NOT EXTEND, LEFT MLG A-SYSTEM GREEN LIGHT ILLUMINATED. REPLACED THE LEFT MLG A-DOWNLOCK PROXIMITY SENSOR.									
3350 COMA	137H 120137	EMB EMB120RT				LIGHT 12021299001	INOPERATIVE RT EXTERIOR		1/6/98 COMA9810017
RIGHT AFT EXTERIOR EMERGENCY LIGHT IS INOP. REPLACED LIGHT ASSY.									
3350 COMA	241CA 1211	EMB EMB120RT				LAMP 0L3071BPEGPL	FAILED CABIN		1/12/98 COMA9810022
EMERGENCY LIGHTS AT ROW SIX ARE INOPERATIVE. REPLACED LAMP FOR ROW SIX FLOOR EMERGENCY LIGHT TRACK.									
5310 WTAA	216YV 120216	EMB EMB120RT				STRUCTURE	BIRDSTRIKE FWD FUSELAGE		12/9/97 WTAA970224
SFO - BIRDSTRIKE ON CAPTAINS SIDE JUST AFT OF RADOME. DAMAGE TO BULKHEAD. AIRCRAFT FERRIED TO FAT FOR REPAIRS. MAINTENANCE REPAIRED LEFT SIDE OF NOSE. REPAIRED STRINGER. NEW FRAME INSTALLED WITH NEW SKIN. AIRCRAFT RETURNED TO SERVICE. (M)									
5311 COMA	205CA 120205	EMB EMB120RT				FRAME T-SECTION 12008896001	CORRODED FUSELAGE	18441	1/6/98 COMA9810002
DURING 2C INSPECTION TASK 5310-131-011 REVEALED RIGHT MIDDLE T-SECTION AT FRAME 16 TO BE HEAVILY CORRODED. REMOVED CORRODED T-SECTION AND INSTALLED SERVICABLE T-SECTION USING EMB120 SRM STANDARD PRACTICES.									

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5320 COMA	205CA 120205	EMB EMB120RT				CROSSBEAM 12004449003	CORRODED FUSELAGE	18441	1/6/98 COMA9810013
2C TASK 532D-147-03I REVEALED RIGHT CENTER CROSSBEAM AT FRAME 28 TO BE CORRODED. REMOVED CORRODED CROSSBEAM AND INSTALLED SERVICEBLE PART USING EMB 120 STANDARD PRACTICES.									
5320 COMA	205CA 120205	EMB EMB120RT				CROSSBEAM 12004149001	CORRODED FUSELAGE	18441	1/7/98 COMA9810007
DURING 2C INSPECTION TASK 5310-131-01I REVEALED CROSSBEAM AT FRAME 20 TO BE HEAVILY CORRODED. REMOVED CROSSBEAM AND INSTALLED SERVICABLE CROSSBEAM USING EMB 120 SRM STANDARD PRACTICES.									
5320 COMA	205CA 120205	EMB EMB120RT				CROSSBEAM 12006647001	CORRODED FUSELAGE	18441	1/6/98 COMA9810012
2C TASK 5320-147-03I REVEALED LEFT CROSSBEAM AT FRAME 28 TO BE CORRODED. REMOVED CORRODED CROSSBEAM AND INSTALLED SERVICABLE PART USING EMB 120 STANDARD PRACTICES.									
5320 COMA	205CA 120205	EMB EMB120RT				CROSSBEAM 12004149002	CORRODED FUSELAGE	18441	1/6/98 COMA9810011
2C TASK 5320-147-03I REVEALED CROSSBEAM (RIGHT) AT FRAME 23 TO BE CORRODED. REMOVED CROSSBEAM AND INSTALLED SERVICEABLE CROSSBEAM USING EMB STANDARD PRACTICES.									
5320 COMA	205CA 120205	EMB EMB120RT				CROSSBEAM 12004149002	CORRODED FUSELAGE	18441	1/6/98 COMA9810010
2C INSPECTION TASK 5310-131-01I REVEALED THAT THE RIGHT CROSSBEAM AT FRAME 16 WAS CORRODED TO LIMITS. REMOVED CROSSBEAM AND INSTALLED SERVICEABLE CROSSBEAM USING EMB STANDARD PRACTICES.									
5320 COMA	205CA 120205	EMB EMB120RT				CROSSBEAM 12004149001	CORRODED FUSELAGE	18441	1/7/98 COMA9810009
2C TASK 5320-147-03I REVEALED LEFT CROSSBEAM AT FRAME 23 TO BE CORRODED TO LIMITS. REMOVED CROSSBEAM AND INSTALLED SERVICEABLE CROSSBEAM USING EMB 120 STANDARD PRACTICES.									
5320 COMA	205CA 120205	EMB EMB120RT				CROSSBEAM 12004149002	CORRODED FUSELAGE	18441	1/7/98 COMA9810008
DURING 2C INSPECTION TASK 5310-131-01I REVEALED RIGHT CROSSBEAM AT FRAME 20 TO BE HEAVILY CORRODED. REMOVED CROSSBEAM AND INSTALLED SERVICEABLE CROSSBEAM USING EMB 120 SRM STANDARD PRACTICES.									
5320 COMA	205CA 120205	EMB EMB120RT				CROSSBEAM 12004149001	CORRODED FUSELAGE	18441	1/7/98 COMA9810014
2C TASK 151-01Z REVEALED LEFT CROSSBEAM TO BE CORRODED AT FRAME 33. REMOVED CROSSBEAM AND INSTALLED SERVICEABLE CROSSBEAM USING EMB 120 STANDARD PRACTICES.									
5320 COMA	205CA 120205	EMB EMB120RT				BUTTSTRAP 12046963001	CORRODED LAVATORY	18441	1/7/98 COMA9810005
DURING 2C INSPECTION TASK 5310-131-01I REVEALED NR 1 BUTTSTRAP TO BE HEAVILY CORRODED. REMOVED CORRODED BUTTSTRAP AND INSTALLED SERVICABLE BUTTSTRAP USING EMB 120 SRM STANDARD PRACTICES.									
5320 COMA	205CA 120205	EMB EMB120RT				BUTTSTRAP 12005805003	CORRODED FUSELAGE	18441	1/7/98 COMA9810004
DURING 2C INSPECTION TASK 5310-131-01I REVEALED NR 1 CENTER BUTTSTRAP TO BE HEAVILY CORRODED. REMOVED CORRODED BUTTSTRAP AND INSTALLED SERVICABLE BUTTSTRAP USING EMB 120 SRM STANDARD PRACTICES.									

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5320 COMA	205CA 120205	EMB EMB120RT				BUTTSTRAP 12046156001	CORRODED FUSELAGE	18441	1/6/98 COMA9810003
DURING 2C INSPECTION TASK 5310-131-01I REVEALED RIGHT NR 1 BUTTSTRAP TO BE HEAVILY CORRODED. REMOVED CORRODED PART AND INSTALLED SERVICEABLE PART USING EMB 120 SRM STANDARD PRACTICES.									
5320 COMA	205CA 120205	EMB EMB120RT				SILL 12005803001	CORRODED LAVATORY	18441	1/7/98 COMA9810006
DURING 2C INSPECTION TASK 5310-131-01I REVEALED NR 1 CABIN SILL RIGHT TO BE HEAVILY CORRODED. REMOVED CORRODED SILL AND INSTALLED SERVICABLE SILL USING EMB 120 STANDARD PRACTICES.									
5320 COMA	205CA 120205	EMB EMB120RT				CROSSBEAM 12006647002	CORRODED FUSELAGE	18441	1/7/98 COMA9810015
2C TASK 532D-147-03I REVEALED RIGHT CROSSBEAM AT FRAME 28 TO BE CORRODED. REMOVED CORRODED CROSSBEAM AND INSTALLED SERVICEABLE PART USING EMB 120 STANDARD PRACTICES.									
5730 WTAA	221YV 120221	EMB EMB120RT				SKIN	BIRD STRIKE LT WING		12/17/97 WTAA970230
SFO - BIRD STRIKE LEFT WING LEADING EDGE. MAINTENANCE INSPECTED AREA FOR DAMAGE. REPLACED DE-ICE BOOT. AIRCRAFT RETURNED TO SERVICE. (M)									
6111 COMA	263CA 120255	EMB EMB120RT	PWA PW118A	HAMSTD 14RF9		BEARING 8173861	WORN NR 2 PROP BLADE	2867 2867	1/13/98 COMA9810023
DURING PROPELLER DYNAMIC BALANCING PROCEDURES, IT WAS DETERMINED THAT THE PROPELLER COULD NOT BE BALANCED. FURTHER INSPECTION OF PROPELLER FOUND NR 2 BLADE TO BE EXCESSIVELY LOOSE. FURTHER INSPECTION FOUND BLADE PIN BEARING TO BE WORN TO 0.080 WALL THICKNESS ON ONE SIDE AND WEARING IN AN OVAL FASHION AND BLADE PIN WORN. REPLACED PIN AND BEARING AND RETURNED BLADE TO SERVICE. AIRCRAFT WAS IN FOR SCHEDULED MAINTENANCE.									
7200 C2XA	13936 145025	EMB EMB145	ALLSN AE3007A			ENGINE	FAILED LEFT	542	12/2/97 C2XA97CL097
EWR - FLT 4028 - THE CREW REPORTED THAT ON CLIMB, THE LEFT HAND ENGINE OIL PRESSURE EXCEEDED 90 PSI. THE AIRCRAFT WAS MAINTENANCE FERRIED TO CLE. MAINTENANCE REMOVED AND REPLACED THE LEFT HAND ENGINE IAW CONTINENTAL EXPRESS TASK CARD NR 6271001. ALL OPERATIONAL AND LEAK CHECKS WERE SATISFACTORY. AIRCRAFT RELEASED FOR SERVICE. (X)									
7200 C2XA	14940 145033	EMB EMB145	ALLSN AE3007A			WIRE HARNESS 23061469	FAILED RT ENGINE		12/4/97 C2XA97IA354
IAH - AIRCRAFT HAD THE NR 2 ENGINE AUTO SHUT-DOWN. MAINTENANCE REMOVED AND REPLACED THE RIGHT A-SYSTEM ENGINE HARNESS. THE B-SYSTEM HARNESS AS WELL AS THE ENGINE TRIM HARNESSES WERE CHANGED AS A PRECAUTIONARY MEASURE. THE AIRCRAFT OPERATIONALLY CHECKED GOOD ON THE GROUND AND PERFORMED A SATISFACTORY TEST FLIGHT AND WAS RETURNED TO SERVICE. (X)									
2565 AALA	1469D 11502	FOKKER F28MK0100				SLIDE 60049101	LOW PRESSURE PAX DOOR		12/17/97 AALA972485
ORD - DURING OVERNIGHT CHECK, FORWARD ENTRY EMERGENCY EVACUATION SLIDE BOTTLE PRESSURE LOW. REPLACED FORWARD GALLEY EMERGENCY EVACUATION SLIDE. SYSTEM GROUND CHECKED NORMAL OPERATION. (M)									
2740 QXEA	484US 11234	FOKKER F28MK4000			FOKKER A41324	CONTROL PANEL X00026415	MALFUNCTION COCKPIT	2625 2625	1/7/98 QXEA9800019
ON DEPARTURE, BOTH HORIZIONAL STABILIZER FLIGHT CONTROL CHANNEL CAUTION LIGHTS ILLUMINATED. ACCOMPLISHED THE EMERGENCY CHECKLIST, REVERTING THE STABILIZER SYSTEM TO MANUAL. ENCOUNTERED NO FURTHER PROBLEMS EN ROUTE, AND ACCOMPLISHED AN UNEVENTFUL LANDING AT FCA. IN FCA MAINTENANCE DRAINED AND SERVICED THE STABILIZER GEAR BOX, INSPECTED THE STICKING SWITCH AND HARNESS, CLEANED AND RECONNECTED ALL ELECTRICAL CONNECTIONS. PERFORMED A TEST OF THE STABILIZER ACTUATOR. REPLACED THE FLIGHT CONTROL PANEL, OPERATIONAL CHECKS GOOD.									

***** DENOTES SIGNIFICANT OCCURRENCE

DOMESTIC SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

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2820 AALA	1452B 11464	FOKKER F28MK0100				ACTUATOR 9409122	DEFECTIVE FUEL SYSTEM		10/28/97 AALA972047
LGA - FLT 253 - AFTER TAKEOFF LGA DURING CLIMB-OUT, FUEL CROSSFEED C/B POPPED. FUEL QUANTITY DECREASED MORE RAPIDLY IN RT WING TANK THAN LEFT WING TANK AND FUEL CROSSFEED FLOW BAR WOULD NOT ILLUMINATE. AIRCRAFT RETURNED TO LGA AND LANDED WITHOUT INCIDENT. REPLACED BOTH FUEL CROSSFEED VALVE ACTUATORS. SYSTEM GROUND CHECKED NORMAL OPERATION. (M)									
3350 QXEA	490US 11152	FOKKER F28MK4000			GRIMES	BULB 1820	FAILED CABIN		1/12/98 QXEA9800021
FORWARD EMERGENCY LIGHT INOP. REPLACED LAMP, OPERATIONAL CHECKS GOOD.									
3350 QXEA	493US 11161	FOKKER F28MK4000			GRIMES	BULB 1820	FAILED CABIN		1/7/98 QXEA9800015
GEG- DURING INSPECTION, SEVERAL OVERHEAD EVACUATION LIGHTS WERE NOTICED TO BE INOP. RELAMPED EFFECTED LIGHTS, OPERATIONAL CHECKS GOOD.									
3350 QXEA	493US 11161	FOKKER F28MK4000			GRIMES	CIRCUIT CARD 5515800106	FAILED CABIN		1/8/98 QXEA9800022
LIGHT BULB BURNT IN THE OVERHEAD EMERGENCY EXIT LIGHT ON THE LEFT SIDE. REPLACED LAMP CIRCUIT CARD, OPERATIONAL CHECKS GOOD.									
3350 QXEA	483US 11233	FOKKER F28MK4000			GRIMES	BULB 1820	FAILED CABIN		1/8/98 QXEA9800020
SEVERAL OVERHEAD EVACUATION LIGHTS ARE INOP. RELAMPED OVERHEAD LIGHTS, OPERATIONAL CHECKS GOOD.									
3350 QXEA	487US 11238	FOKKER F28MK4000			GRIMES	SIGN 5515800106	INOPERATIVE CABIN		1/7/98 QXEA9800014
PDX- EMERGENCY EXIT SIGN AT THE FRONT OF THE PASSENGER CABIN IS OUT. REPLACED EMERGENCY EXIT SIGN CIRCUIT BOARD, OPERATIONAL CHECKS GOOD.									
5210 QXEA	476US 11224	FOKKER F28MK4000				MECHANISM	MALFUNCTIONED PAX DOOR		1/9/98 QXEA9800023
UPON ARRIVAL, COULD NOT OPEN MAIN CABIN DOOR USING NORMAL ELECTRIC METHODS. PERFORMED EMERGENCY OPENING OF THE DOOR. AFTER EMERGENCY OPERATION DOOR OPERATED NORMALLY IN BOTH NORMAL AND EMERGENCY MODES. MAINTENANCE INSPECTED THE DOOR AND PERFORMED SEVERAL OPEN / CLOSE CYCLES FROM THE CABIN SWITCHES AND COULD NOT DUPLICATE THE PROBLEM. AIRCRAFT RETURNED TO SERVICE, NO PARTS REPLACED.									
2520 VTZA	312UE 41025	JETAIR JETSTM4101				PANEL	LOOSE CABIN		12/10/97 VTZA97693
FLT 6380 - IAD-JFK - DURING TAKEOFF, AIRCRAFT MADE AN UNSCHEDULED LANDING DUE TO CABIN OVERHEAD PANEL FELL DOWN IN FLIGHT. AIRCRAFT RETURNED TO GATE WITH NO FURTHER PROBLEMS. MAINTENANCE INSPECTED AND RESECURED PANEL, OPS CHECK OK. AIRCRAFT WAS RELEASED AND APPROVED FOR RETURN TO SERVICE. (M)									
2520 VTZA	312UE 41025	JETAIR JETSTM4101				OVERHEAD PANEL	LOOSE CABIN		12/10/97 VTZA97683
FLT 6380 - IAD-JFK - DURING TAKEOFF, AIRCRAFT MADE AN UNSCHEDULED LANDING DUE TO CABIN OVERHEAD PANEL FELL DOWN IN FLIGHT. AIRCRAFT RETURNED TO GATE WITH NO FURTHER PROBLEMS. MAINTENANCE INSPECTED AND RESECURED PANEL, OPS CHECK OK. AIRCRAFT WAS RELEASED AND APPROVED FOR RETURN TO SERVICE. (M)									
2611 VTZA	321UE 41045	JETAIR JETSTM4101				T2 SENSOR 6945059010	FAILED BAGGAGE COMPT		12/10/97 VTZA9691
FLT 921 - CHS-IAD - AIRCRAFT DURING TAXI FOR TAKEOFF FOR REPOSITIONING TO IAD THE POD SMOKE WARNING LIGHT ILLUMINATED AND MAIN BAGGAGE BAY SMOKE DETECTOR TEST INOP. MAINTENANCE OPENED DMI 56509, MEL 26-3 AND FERRIED AIRCRAFT TO IAD. MX INSPECTED AND CLOSED DMI 56609 ON 12-10-97, BY REMOVING AND REPLACING T2 SENSOR AND RESECURED TEST BOX CANNON PLUG, OPS CHECK OK. AIRCRAFT WAS RELEASED AND APPROVED FOR RETURN TO SERVICE. (M)									

***** DENOTES SIGNIFICANT OCCURRENCE

DOMESTIC SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

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2612 VTZA	303UE 41015	JETAIR JETSTM4101				FIRE LOOP	LOOSE LT ENGINE		12/10/97 VTZA97692
FLT 6506 - IAD-LGA - DURING CRUISE, AIRCRAFT MADE AN UNSCHEDULED LANDING DUE TO LEFT OVERHEAT LOOP WARNING LIGHT ILLUMINATED. AIRCRAFT RETURNED TO GATE WITH NO FURTHER PROBLEMS. MAINTENANCE INSPECTED AND RESECURED LOOSE FIRE LOOP IN AFT JET PIPE AREA. AIRCRAFT WAS RELEASED AND APPROVED FOR RETURN TO SERVICE. (M)									
3010 VTZA	310UE 41028	JETAIR JETSTM4101				DE-ICE BOOT	DAMAGED HORIZ STAB		12/4/97 VTZA97680
FLT 6510 - IAD-LGA - DURING TAXI, AIRCRAFT RETURNED TO GATE DUE TO AIRFRAME DE-ICE FAULT WARNING LIGHT ILLUMINATED ON CCT 1 IN AUTO AND MANUAL. MAINTENANCE INSPECTED AND FOUND SMALL HOLE ON OUTBOARD TOP HORIZONTAL STABILIZER DE-ICE BOOT AND PATCHED HOLE, OPS CHECK OK. AIRCRAFT WAS RELEASED ADN APPROVED FOR RETURN TO SERVICE. (M)									
3233 RAIA	574HK 41093	JETAIR JETSTM4101				ACTUATOR AIR864961	FAILED RT MLG	3617	11/30/97 RAIA971107
FLT 7493 - SBN - RIGHT MAIN LANDING GEAR WOULD NOT RETRACT. MAINTENANCE REPLACED RIGHT MLG RETRACTION JACK. (M)									
3241 VTZA	313UE 41026	JETAIR JETSTM4101				SPEED TRANSDUCER 140149	FAILED NR 2/4 WHEEL		12/4/97 VTZA97681
FLT 6544 - ROA-IAD - DURING TAXI, AIRCRAFT WENT TO GATE AFTER LANDING AT IAD WITH ONE DISCREPANCY WHICH WAS CAPTAINS BRAKES WORKED FOR FIRST APPLICATION BUT THEN WENT INOP WITH PRESSURE APPLIED. MAINTENANCE INSPECTED AND REMOVED AND REPLACED BOTH NR 2 AND NR 4 WHEEL SPEED TRANSDUCERS DUE TO HIGH RESISTANCE. OPS CHECK OK. AIRCRAFT WAS RELEASED AND APPROVED FOR RETURN TO SERVICE. (M)									
3260 VTZA	307UE 41021	JETAIR JETSTM4101				INDICATION	MALFUNCTIONED LANDING GEAR		12/11/97 VTZA97684
FLT 6504 - IAD-LGA - DURING CLIMB, AIRCRAFT MADE A UNSCHEDULED LANDING DUE TO GEAR HANDLE RED UNSAFE INDICATION ILLUMINATED. AIRCRAFT RETURNED TO GATE WITH NO FURTHER PROBLEMS. MAINTENANCE INSPECTED ALL UPLOCK MICROSWITCHES AND PERFORMED GEAR SWING AND COULD NOT DUPLICATE. OPS CHECK OK. AIRCRAFT WAS RELEASED AND APPROVED FOR RETURN TO SERVICE. (M)									
3425 VTZA	322UE 41058	JETAIR JETSTM4101				EHSI 7003110901	FAILED RT COCKPIT		12/4/97 VTZA97679
FLT 6536 - IAD-RIC - DURING TAXI, AIRCRAFT RETURNED TO GATE DUE TO FO'S EHSI SCREEN WENT BLANK. MAINTENANCE INSPECTED AND REMOVED AND REPLACED EHSI DISPLAY, OPS CHECK OK. AIRCRAFT WAS RELEASED AND APPROVED FOR RETURN TO SERVICE. (M)									
3444 VTZA	307UE 41021	JETAIR JETSTM4101				GPWS	MALFUNCTIONED E/E COMPT		12/4/97 VTZA97678
FLT 6185 - IAD-RDU - DURING TAXI, AIRCRAFT RETURNED TO GATE DUE TO GPWS FAILED WARNING ILLUMINATED ON EHSI. MAINTENANCE INSPECTED AND OPENED DMI 07346, MEL 34-2. MAINTENANCE CLOSED DMI 07346 ON 12-07-97 AND COULD NOT DUPLICATE PROBLEM, OPS CHECK OK. AIRCRAFT WAS RELEASED AND APPROVED FOR RETURN TO SERVICE. (M)									
5280 VTZA	306UE 41020	JETAIR JETSTM4101				WARNING LIGHT	ILLUMINATED BAGG DOOR		12/9/97 VTZA97689
FLT 6502 - IAD-LGA - ABORTED TAKEOFF DUE BAGGAGE DOOR WARNING LIGHT ILLUMINATED. AIRCRAFT RETURNED TO GATE WITH NO FURTHER PROBLEMS. MAINTENANCE INSPECTED AND COULD NOT DUPLICATE PROBLEM. AIRCRAFT WAS RELEASED ADN APPROVED FOR RETURN TO SERVICE. (M)									
5280 VTZA	309UE 41022	JETAIR JETSTM4101				SWITCH	OUT OF ADJUST BAGGAGE DOOR		12/7/97 VTZA97682
FLT 6284 - IAD-CHO - AIRCRAFT ABORTED TAKEOFF DUE TO BAGGAGE DOOR WARNING LIGHT ILLUMINATED. AIRCRAFT RETURNED TO GATE WITH NO FURTHER PROBLEMS. MAINTENANCE INSPECTED AND OPENED DMI 51953, MEL 52-3. MAINTENANCE CLOSED DMI 51953 ON 12-08-97 BY ADJUSTING MICROSWITCH, OPS CHECK OK. AIRCRAFT WAS RELEASED AND APPROVED FOR RETURN TO SERVICE. (M)									

***** DENOTES SIGNIFICANT OCCURRENCE

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6140 VTZA	327UE 41080	JETAIR JETSTM4101				BETA SWITCH 31056294	FAILED LT ENGINE		12/5/97 VTZA97687
FLT 6553 - BOS-EWR - AIRCRAFT ABORTED TAKEOFF DUE TO LEFT ENGINE RED BETA WARNING LIGHT ILLUMINATED. AIRCRAFT RETURNED TO GATE WITH NO FURTHER PROBLEMS. MAINTENANCE INSPECTED AND REMOVED AND REPLACED BETA PRESSURE SWITCH, OPS CHECK OK. AIRCRAFT WAS RELEASED AND APPROVED FOR RETURN TO SERVICE. (M)									
7921 VTZA	316UE 41055	JETAIR JETSTM4101				ACTUATOR SYLC522454	FAILED LT ENGINE		12/5/97 VTZA97688
FLT 6303 - IAD-DAY - DURING TAXI, AIRCRAFT RETURNED TO GATE DUE TO LEFT OIL COOLER FLAP STUCK OPEN. MAINTENANCE INSPECTED AND REMOVED AND REPLACED LEFT OIL COOLER FLAP ACTUATOR AND BUSHINGS, OPS CHECK OK. AIRCRAFT WAS RELEASED AND APPROVED FOR RETURN TO SERVICE. (M)									
7260 DALA	769DL 193H1218	LKHEED 10113853				BEARING	OIL LEAK NR 1 ENGINE	56361	1/7/98 DLL17980041
NR 1 ENGINE OIL QTY PROGRESSIVELY DROPPED UNTIL REACHING ZERO AFTER 4 HOURS OF FLIGHT, WITH QTY AT ZERO, TEMP AND PRESS AT 104 DEG AND 62 PSI AND STEADY. REPLACED REAR BEARING COVER AND GASKETS. NO LEAKS.									
3350 RAAA	1968R 188C2007	LKHEED 188C			INTVLV 873100212	BATTERY PACK 8621014	DISCHARGED CABIN		1/8/98 RAAA98E9003
AFT RT OVERWING EMERGENCY EXIT EGRESS IDENTIFIER LIGHT FAILED SERVICE CHECK. CHANGED BATTERY PACK DUE DISCHARGED.									
3710 PNSA	82455 328006079	PIPER PA32301				VACUUM PUMP 211CC	FAILED E/E COMPT	876	12/1/97 PNSA971216
VACUUM PUMP FAILED EN ROUTE, DIVERTED FLIGHT TO MAINTENANCE BASE, REPLACED PUMP.									
8550 PNSA	8004N 328206014	PIPER PA32301	LYC IO540K1G5			OIL LINE	LOOSE NR 5 CYLINDER		12/14/97 PNSA971215
AFTER ENGINE SHUTDOWN, PILOT NOTICED OIL DRIPPING FROM COWLING. MAINTENANCE SECURED OIL RETURN LINE FROM NR 5 CYL, LEAK CHECK OK.									
2350 MALA	422XJ 422	SAAB 340B				REU 517019	INTERNAL FAULT RT COCKPIT		1/9/98 MALA975883
AFTER TAKEOFF, THE FO'S AUDIO PANEL IS INOP. AIRCRAFT RETURNED TO DTW. MAINTENANCE REPLACED THE REU, SYSTEM OPS CHECK GOOD.									
2611 WWMA	350CF 340B350	SAAB 340B				SMOKE DETECTOR 72111211000	DIRTY CARGO		1/4/98 WWMA9800002
CARGO SMOKE LIGHT ILLUMINATED INTERMITTENTLY EVERY 15 TO 18 SECONDS DURING PREFLIGHT. MAINTENANCE CLEANED SMOKE DETECTOR AND RESECURED LOOSE CANNON PLUG.									
2611 WWMA	350CF 340B350	SAAB 340B				SMOKE DETECTOR 72111211000	DEFECTIVE CARGO COMPT	9150	1/9/98 WWMA9800008
CARGO SMOKE LIGHT ON THE CWP ILLUMINATED DURING PREFLIGHT. REPLACED FORWARD SMOKE DETECTOR, DETECTOR WAS OEM.									
2611 WWMA	350CF 340B350	SAAB 340B				SMOKE LIGHT	ILLUMINATED CARGO COMPT		1/12/98 WWMA9800010
DURING PREFLIGHT, THE CARGO SMOKE LIGHT ON THE CWP ILLUMINATED. MAINTENANCE PERFORMED OPERATIONAL CHECK OF THE CARGO SMOKE DETECTION SYSTEM AND COULD NOT DUPLICATE DISCREPANCY.									
3060 REXA	401BH 340A057	SAAB SF340A				WIRE	BROKEN LT BRUSH BLOCK		12/23/97 REXA97282
LEFT PROP HEAT LIGHT COMES ON AT APPROX 90 SECONDS, LIGHT WILL NOT GO OUT UNLESS RESET. REPAIRED BROKEN WIRE ON LEFT PROP BRUSH BLOCK. GROUND RAN ENGINE, OPS CHECK GOOD. (M)									

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DOMESTIC SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

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3350 WWMA	232AE 340B232	SAAB 340B				CONNECTOR	LOOSE CABIN		1/12/98 WWMA9800011
DURING PREFLIGHT CHECKS, THE EMERGENCY LIGHT ABOVE SEAT 12C FAILED TO ILLUMINATE. RETIGHTENED LOOSE CONNECTOR ON THE BACK OF THE LIGHT ASSEMBLY.									
3350 WWMA	247AE 340B247	SAAB 340B				BATTERY PACK 6013211	DISCHARGED CABIN		1/5/98 WWMA9800003
EMERGENCY LIGHTS AT ROW 9A, 11A AND EXIT LIGHT AT 8A FAIL TO ILLUMINATE. REPLACED EMERGENCY POWER SUPPLY 23LN.									
3350 WWMA	256AE 340B256	SAAB 340B				WIRE	BROKEN CABIN		1/6/98 WWMA9800005
EMERGENCY LIGHT ABOVE SEAT 8A FAILED TO ILLUMINATE DURING PREFLIGHT TEST. REPAIRED BROKEN WIRES AT LIGHT ASSEMBLY.									
3350 WWMA	283AE 340B283	SAAB 340B				BULB GE85	FAILED CABIN		1/9/98 WWMA9800006
EMERGENCY ARM LIGHT ON THE FLIGHT ATTENDANTS PANEL FAILS TO ILLUMINATE. REPLACED LIGHT BULB.									
3350 WWMA	339SB 340B339	SAAB 340B				LIGHT	MALFUNCTIONED CABIN		1/10/98 WWMA9800009
CREW REPORTED THE EMERGENCY FLOOR LIGHTS AT ROWS 3B, 4A AND 5B FAILED TO ILLUMINATE. MAINTENANCE PERFORMED OPERATIONAL CHECKS OF EMERGENCY LIGHTS AND COULD NOT DUPLICATE PROBLEM.									
3350 WWMA	345SB 340B345	SAAB 340B				BATTERY PACK 6013211	DISCHARGED CABIN		1/6/98 WWMA9800004
DURING PREFLIGHT, CREW FOUND EMERGENCY LIGHTS INOPERATIVE. REPLACED ALL 5 EMERGENCY LIGHT BATTERY PACKS 20LN, 21LN, 22LN, 23LN AND 24LN.									
3350 WWMA	356SB 340B356	SAAB 340B				BULB GE85	FAILED CABIN		1/10/98 WWMA9800007
EMERGENCY ARM LIGHT ON THE FLIGHT ATTENDANTS PANEL FAILS TO ILLUMINATE. REPLACED LIGHT BULB.									
3350 MALA	115XJ 340A115	SAAB SF340A				BATTERY PACK 6104789	DISCHARGED CABIN		1/5/98 MALA975864
DURING INSPECTION, EMERGENCY LIGHT AT PASSENGER BOARDING DOOR INOP. MAINTENANCE REPLACED 3 FORWARD EMERGENCY BATTERY PACKS, ALL CHECKS GOOD.									
3425 REXA	360PX 340B220	SAAB 340B				AHARS COMP 6226190113	FAILED E/E COMPT		12/25/97 REXA97284
LT ADI COMPASS HEADING PLUS/MINUS 30 DEGREES RT RMI MATCHES LT ADI. REMOVED AND REPLACED LEFT AHARS COMP. OPS CHECK GOOD. (M)									
3442 REXA	406BH 340A074	SAAB SF340A				RT UNIT 6224022001	FAILED FWD FUSELAGE		12/24/97 REXA97283
LOST WEATHER RADAR DURING CLIMB-OUT. GOT FAULT FLAG IN ALL RANGES AND MODES. RESET BREAKER STILL THE SAME. REMOVED AND REPLACED RADAR RT. GROUND CHECKS GOOD. (M)									
3610 MALA	115XJ 340A115	SAAB SF340A				HP SHUTOFF VALVE 321935	FAILED RIGHT		1/11/98 MALA975872
DURING FLIGHT THE LEFT BLEED CLOSED AND LEFT BLEED FAULT LIGHT MOMENTARILY ILLUMINATED WITH MASTER CAUTION, TRIED TO CONTROL LEFT BLEED WITH MANUAL CONTROL, UNABLE TO. AIRCRAFT RETURNED TO MSP. MAINTENANCE REPLACED THE RIGHT HIGH PRESSURE BLEED SHUT OFF VALVE, OPS CHECK GOOD.									
7603 REXA	364PX 340B262	SAAB 340B				FRICTION LOCK	LOOSE COND LEVER		12/23/97 REXA97281
GOT CONFIG WARNING DURING TAKEOFF ROLL. ABORTED TAKEOFF AT 100 KTS. TIGHTENED CONDITION LEVER FRICTION LOCK. (M)									

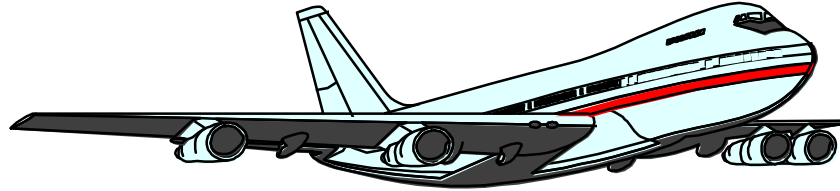
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DOMESTIC SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

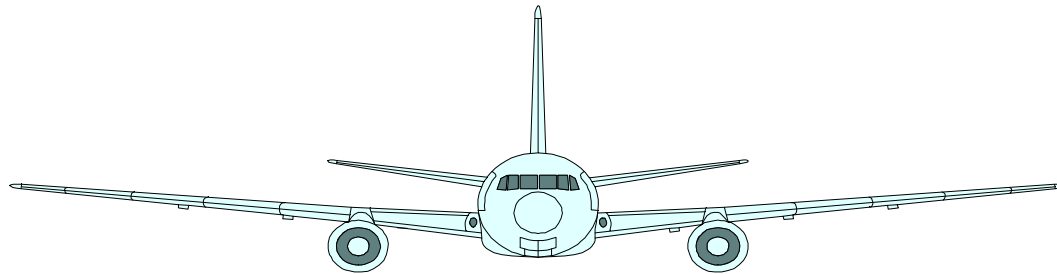
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7722 REXA	108PX 340A012	SAAB SF340A				ITT GAUGE 523347	FAILED LEFT		12/28/97 REXA97286
LEFT ITT GAUGE FAILED IN FLIGHT. REMOVED AND REPLACED ITT GAUGE. OPS CHECK GOOD. (M)									
7722 REXA	344AM 340A030	SAAB SF340A				ITT GAUGE 523347	MALFUNCTIONED RIGHT		12/27/97 REXA97287
RIGHT ENGINE ITT FLUX FROM 760 TO 820 DURING CLIMB-OUT BOTH DIGITAL AD ANALOG. CLEANED ALL CANNON PLUGS. SWAPPED GAUGES FOR TROUBLESHOOTING. GROUND RAN A/C, CHECKS GOOD. (M)									
3251 PNSA	640PA AC759B	SWRNGN SA227AC				ACTUATOR 2719087	CRACKED HOUSING NLG STEERING		12/29/97 PNSA971211
DURING POSITIONING OF AIRCRAFT AT GATE, A GUST OF WIND PUSHED AIRCRAFT SIDEWAYS ON ICE, APPARENTLY OVER EXTENDING THE STEERING ACTUATOR WHICH CRACKED THE ACTUATOR HOUSING AND CAUSED FLUID LEAKAGE. REPLACED ACTUATOR.									
5610 MEJA *****	555GB AT439B	SWRNGN SA227AT				WINDSHIELD 2621126906	SHATTERED RT COCKPIT		11/22/97 98ZZZX215
ALB/ROC - WHILE IN CRUISE, THE COPILOT'S OUTER FRONT WINDSHIELD SHATTERED AND A LOUD 'POP' WAS HEARD. THE CRACKS WERE LARGE AND DID NOT BEGIN IN ANY CENTRALIZED AREA AND THE INNER PANE WAS STILL INTACT. THE AIRCRAFT LANDED WITHOUT FURTHER INCIDENT AND NO EMERGENCY WAS DECLARED. MAINTENANCE INSPECTED THE AIRCRAFT AND IT WAS FOUND SAFE FOR A FERRY FLIGHT TO SAT FOR REPAIRS. MAINTENANCE AT SAT REMOVED AND REPLACED THE RIGHT WINDSHIELD AND THE HEAT OPERATIONS CHECK WAS GOOD. AIRCRAFT WAS RETURNED TO SERVICE.									
6110		SWRNGN SA227AC		MCAULY 4HFR34C652		PISTON ROD D5170	BROKEN PROPELLER ASSY		1/1/96 EY2R9601380
HEAD BROKEN LOOSE FROM ROD ASSY.									
6110		SWRNGN SA227AC		MCAULY 4HFR34C652		PISTON ROD D5170	BROKEN PROPELLER ASSY		1/1/96 EY2R9601379
HEAD BROKEN LOOSE FROM ROD ASSY.									
7722 PNSA	650PA AC775B	SWRNGN SA227AC				EGT INDICATOR 2719149003	FAILED LT ENGINE		12/16/97 2657 PNSA971214
LT EGT INDICATOR FAILED DURING START. REPLACED INDICATOR.									

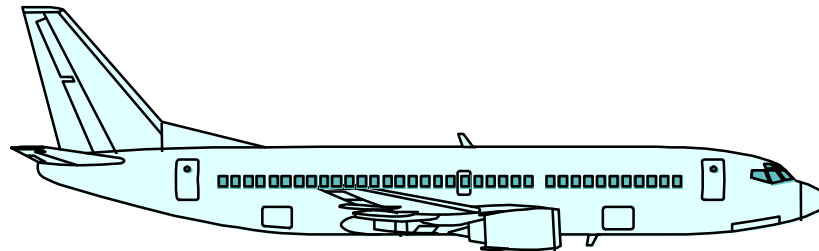
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INTERNATIONAL



SERVICE DIFFICULTY REPORT



INTERNATIONAL SERVICE DIFFICULTY REPORT SUMMARY**1/11/98 - 1/17/98 ISSUE: 98-03 ZAC-326**

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7200			LYC ALF502R5		LYC	ENGINE	FAILED NR1 POSITION		9/30/94 CA941012017
(CAN) ON CLIMBOUT WITH FLAPS AT ZERO DEGREES PILOT HEARD A THUMP & IMMEDIATELY NOTICED TGT ON NR1 ENGINE RISE ABOVE 900 DEGREES C WITH SUBSEQUENT ENGINE FAILURE. ENGINE CHANGED.									
7230			LYC ALF502R5	ROTOL R2124304	LYC	BEARING 230098401A	FAILED NR3 BEARING		9/30/94 CA941012001
(CAN) ENGINE REMOVED DUE TO EXCESSIVE METAL IN CHIP DETECTOR. FOUND NR3 BEARING FAILED. NEW BEARING MODIFIED TYPE INSTALLED.									
7250			LYC ALF502R5	ROTOL R2124304		NOZZLE 212143024	CRACKED 1ST STAGE VANE	12019 3733	10/9/94 CA941018002
(CAN) 1ST STAGE NOZZLE FOUND CRACKED BEYOND LIMITS ON A BOROSCOPE INSPECTION. ENGINE REMOVED FOR REPAIR.									
7310			LYC ALF502R5		LYC 200381017	FUEL MANIFOLD 216362036	CRACKED NR1 ENGINE		10/8/94 CA941018012
*****	(CAN) AIRCRAFT HAD FIRE INDICATION ON NR1 ENGINE SHORTLY AFTER TAKEOFF. ENGINE WAS SHUT DOWN & FIRE EXTINGUISHER ACTIVATED. LANDING WAS UNEVENTFUL. MAINTENANCE DISCOVERED SOURCE OF PROBLEM AS BLUE DISCOLOURING EVIDENT AT 10 O'CLOCK POSITION ON THE FUEL MANIFOLD WHICH WAS CONFIRMED THROUGH FLUORESCENT PENETRANT INSPECTION (NDT) AS A CRACKED FUEL MANIFOLD. MANIFOLD REPLACED & CHECKED SERVICEABLE & AIRCRAFT RETURNED TO SERVICE.								
7314			PWA JT9D7			FUEL PUMP	FAILED NR1 ENGINE		9/25/94 CA941021509
(CAN) NR1 ENGINE FLAMED OUT AT FL370. ATTEMPTED TWO UNSUCCESSFUL RELIGHTS. AIRCRAFT DIVERTED. THE HP FUEL PUMP WAS REPLACED. THE ENGINE WAS GROUND RUN SERVICEABLE.									
7250		AEROSP ATR42300	PWA PW120		PWA	BLADE 311180101	FRACTURED HP TURBINE	12101 2077	6/11/94 CA941012013
(CAN) THE ENGINE WAS REMOVED DUE TO UNUSUAL NOISES HEARD ON ENGINE SHUTDOWN. DISASSEMBLY OF ENGINE REVEALED ONE HIGH PRESSURE TURBINE BLADE WAS FRACTURED AT THE BOTTOM OF THE AIRFOIL & A FEW OTHER BLADES RECEIVED SECONDARY DAMAGE. IT WAS DETERMINED THE HP TURBINE BLADE FRACTURED DUE TO FATIGUE FOLLOWED BY TENSILE OVERLOAD.									
2211		AIRBUS A320212				COMPUTER	MALFUNCTIONED AUTO FLIGHT SYST		2/19/97 AU971088
(AUS) FLIGHT CONTROL ELAC 2 PITCH FAULT INDICATED ON ECAM. BOTH ELAC COMPUTERS AND SPOILER COMPUTER CHANGED AND SENT TO WORKSHOP FOR INVESTIGATION WITH NO FAULTS FOUND.									
2910		AIRBUS A320211				HYD LINE	FAILED RH ENGINE	8109	9/16/94 CA941021503
(CAN) YELLOW HYDRAULIC SYSTEM LOW LEVEL MESSAGE CAME ON IN FLIGHT, SUSPECTED LOSS OF SYSTEM HYDRAULIC FLUID. MAINTENANCE CHECK CONFIRMED SYSTEM WAS EMPTY DUE TO LEAK AT PRESSURE SWITCH 1074 GK RIGHT HAND ENGINE HYDRAULIC PRESSURE LINE. DEFECTIVE LINE REPLACED.									
3231		AIRBUS A320211				UPLATCH ACTUATOR 273T15006	INOPERATIVE NOSE LDG DOOR		9/19/94 CA941021505
(CAN) NOSE LANDING GEAR DOORS DID NOT CLOSE ON RETRACTION. LANDING GEAR RECYCLED WITH NO CHANGE. MAINTENANCE ACTION INVOLVED CHANGING NOSE GEAR DOOR UPLATCH ACTUATOR AND PROXIMITY SENSORS 36GA, 37GA, 38GA AND 39GA.									
3246		AIRBUS A320212				WHEEL U2227ANSETTSN	CRACKED MLG INB HALF		6/7/97 AU971044
(AUS) MAIN WHEEL INBOARD HALF CRACKED THROUGH CENTRE AREA ON TWO DRIVE TENONS AT POSITION NO4									

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3246		AIRBUS A320212				WHEEL U1886ANSETTSN3	CRACKED INB NR 1 DRIVE		6/7/97 AU971040
(AUS) INBOARD WHEEL HALF CRACKED AT THE BASE OF NO1 DRIVE TENON AT POSITIT POSITION NO4									
3246		AIRBUS A320212				WHEEL U261ANSETTSN	CRACKED MLG NR 1 DRIVE		6/7/97 AU971041
(AUS) MAIN WHEEL INBOARD HALF CRACKED AT THE BASE OF NO1 DRIVE TENON									
3246		AIRBUS A320212				WHEEL U28ANSETTSN	CRACKED MLG INB HALF		6/7/97 AU971043
(AUS) MAIN WHEEL INBOARD HALF CRACKED AT THE BASE OF FOUR DRIVE TENONS AT POSITION NO3									
3246		AIRBUS A320212				WHEEL U247ANSETTSN	CRACKED MLG INB HALF		6/7/97 AU971045
(AUS) MAIN WHEEL INBOARD HALF CRACKED THROUGH THE CENTRE AREA ON NO1 DRIVE TENON									
3246		AIRBUS A320212				WHEEL U1864ANSETTSN3	CRACKED MLG INB HALF		6/7/97 AU971046
(AUS) MAIN WHEEL INBOARD HALF CRACKED THROUGH CENTRE AREA ON ONE DRIVE TENON IN POSITION NO2									
3246		AIRBUS A320212				WHEEL F4894ANSETTSN	CRACKED MLG INB HALF		6/7/97 AU971055
(AUS) MAIN WHEEL INBOARD HALF CRACKED THROUGH CENTRE AREAS OF THREE DRIVE TENONS AT POSITION NO1 - FOUND DURING EDDY CURRENT INSPECTION									
3246		AIRBUS A320212				WHEEL C2262	CRACKED MLG OUTB HALF		6/7/97 AU971060
(AUS) MAIN WHEEL OUTBOARD HALF CRACKED IN BEAD SEAT AREA AT POSITION NO4									
3246		AIRBUS A320212				WHEEL C225151	CRACKED MLG INB HALF		6/7/97 AU971059
(AUS) MAIN WHEEL INBOARD HALF CRACKED AT THE BASE OF FOUR DRIVE TENONS AT POSITION NO4 - FOUND DURING EDDY CURRENT INSPECTION									
3246		AIRBUS A320212				WHEEL C225151	CRACKED MLG INB HALF		6/7/97 AU971058
(AUS) MAIN WHEEL INBOARD HALF CRACKED THROUGH THE GUIDE PIN HOLES OF TWO TENONS AT POSITION NO2 - FOUND DURING EDDY CURRENT INSPECTION									
3246		AIRBUS A320212				WHEEL U363ANSETTSN	CRACKED MLG INB HALF		6/7/97 AU971057
(AUS) MAIN WHEEL INBOARD HALF CRACKED THROUGH THE CENTRE OF SIX DRIVE TENONS AT POSITION NO2 - FOUND DURING EDDY CURRENT INSPECTION									
3246		AIRBUS A320212				WHEEL U259ANSETTSN	CRACKED MLG INB HALF		6/7/97 AU971042
(AUS) MAIN WHEEL INBOARD HALF CRACKED AT THE BASE OF NO1 DRIVE TENON									
3246		AIRBUS A320212				WHEEL U298ANSETTSN	CRACKED MLG INB HALF		6/7/97 AU971056
(AUS) MAIN WHEEL INBOARD HALF CRACKED THROUGH CENTRE OF FOUR DRIVE TENONS AT POSITION NO2 - FOUND DURING EDDY CURRENT INSPECTION									

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3246		AIRBUS A320212				WHEEL U23ANSETTSN	CRACKED MLG INB HALF		6/7/97 AU971047
		(AUS) MAIN WHEEL INBOARD HALF CRACKED THROUGH CENTRE AREA ON TWO DRIVE TENONS AT POSITION NO4							
3246		AIRBUS A320212				WHEEL U212ANSETTSN	CRACKED MLG INB HALF		6/7/97 AU971048
		(AUS) MAIN WHEEL INBOARD HALF CRACKED IN TUBE WELL AREA AT POSITION NO2							
3246		AIRBUS A320212				WHEEL U362ANSETTSN	CRACKED MLG INB HALF		6/7/97 AU971054
		(AUS) MAIN WHEEL INBOARD HALF CRACKED IN THE CENTRE OF ONE DRIVE TENONAT POSITION NO3 - FOUND DURING EDDY CURRENT INSPECTION							
3246		AIRBUS A320212				WHEEL C2252	CRACKED MLG INB HALF		6/7/97 AU971053
		(AUS) MAIN WHEEL INBOARD HALF CRACKED AT THE BASE OF ONE DRIVE TENON AT POSITION NO2 - FOUND DURING EDDY CURRENT INSPECTION							
3246		AIRBUS A320212				WHEEL C2252	CRACKED MLG INB HALF		6/7/97 AU971052
		(AUS) MAIN WHEEL INBOARD HALF CRACKED AT THE BASE OF ONE DRIVE TENON AT POSITION NO3 - FOUND DURING EDDY CURRENT INSPECTION							
3246		AIRBUS A320212				WHEEL C2252	CRACKED MLG INB HALF		6/7/97 AU971051
		(AUS) MAIN WHEEL INBOARD HALF CRACKED AT THE BASE OF FIVE DRIVE TENONS AT POSITION NO3 - FOUND DURING EDDY CURRENT INSPECTION							
3246		AIRBUS A320212				WHEEL U278ANSETTSN	CRACKED MLG INB HALF		6/7/97 AU971049
		(AUS) MAIN WHEEL INBOARD HALF CRACKED THROUGH CENTRE ON THREE DRIVE TENONS AT POSITION NO4							
3246		AIRBUS A320212				WHEEL C2252	CRACKED MLG INB HALF		6/7/97 AU971050
		(AUS) MAIN WHEEL INBOARD HALF CRACKED AT THE BASE OF TWO DRIVE TENONS AT POSITION NO1 - FOUND DURING EDDY CURRENT INSPECTION							
5610		AIRBUS A320212				WINDSHIELD TA5189ANSETTSN	CRACKED COCKPIT		5/4/97 AU970855
		(AUS) CAPTAINS WINDSHIELD CRACKED - SUSPECT CAUSED BY WATER INGRESS LEADING TO ARCING IN HEATING SYSTEM							
5754		AIRBUS A320212				BRAKE MF2687ANSETTS	FAULTY SLAT SYS		5/16/97 AU970959
		(AUS) SLAT SYSTEM WING TIP BRAKE FAULTY							
3230		AMD FALCON900				UPLOCK C2424561	FAULTY NLG		6/10/97 AU970872
		(AUS) NOSE LANDING GEAR UPLOCK BOX FAULTY - THIS DEFECT WAS RECEIVED FROM NO34 SQUADRON RAAF AND IS FOR INFORMATION ONLY							
2420		BAC 146200A	LYC ALF502R5			LOOM HC924H915	CHAFED NR 1 AC GEN		2/17/97 AU970772
		(AUS) NO1 GENERATOR PHASE `B` GENERATOR FEEDER CABLE AND NEUTRAL CURRENT TRANSFORMER SHORT CIRCUITING DUE TO CHAFING ON `P` CLIP							

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2450		BAC 146200A	LYC ALF502R5			CIRCUIT BREAKER S26531	ARCED RT WINDSHLD HEAT		6/17/97 AU970921
(AUS) RH WINDSHIELD HEATING SYSTEM PHASE `B' SUPPLY CIRCUIT BREAKER DAMAGED FROM INTERNAL ARCING.									
2621		BAC 146100A	LYC ALF502R5			FIRE BOTTLE	MIS WIRED NR 4 ENG		6/12/97 AU971020
(AUS) NO4 ENGINE FIRE EXTINGUISHER BOTTLE SQUIB WIRES WB14 AND WB15 CROSSED BETWEEN CONNECTOR RF (442-00-00)									
3234		BAC 146200A	LYC ALF502R5			CLUTCH 9361	SLIPPED GEAR SELECTOR		3/22/97 AU970773
(AUS) LANDING GEAR SELECTOR VALVE ACTUATOR CLUTCH SLIPPING.									
3244		BAC 146200A	LYC ALF502R5			TIRE DR2723T	FAILED LT MLG NR 2		4/15/97 AU970798
(AUS) LH MAIN LANDING GEAR NO2 MAIN WHEEL TYRE DEFLATED DUE TO SIDEWALL FAILURE.									
5740		BEECH 100BEECH	PWA PT6A28			WASHER 6147514435	FAILED WING FITTING		10/5/94 CA941018101
(CAN) WHILE DOING AD CF-81-25R5, NEW TORQUE WASHER INSTALLED AT RE-ASSEMBLY OF LOWER FORWARD WING FITTING. INDICATING RING OF WASHER TIGHTENED FAR BELOW NORMAL TORQUE.									
7120		BEECH 100BEECH	PWA PT6A28		BEECH	MOUNT 50910279	CHAFED ENGINE		10/4/94 CA941012006
(CAN) WHILE SWAPPING ENGINES BETWEEN TWO KING AIR 100'S ALL FOUR ENGINE MOUNTS WERE FOUND CHAFED BEYOND ALLOWABLE LIMITS. CAUSE OF CHAFING WAS CONTACT WITH LOWER REAR FIRESEAL.									
7120		BEECH 100BEECH	PWA PT6A28	HARTZL	BEECH	MOUNT 50910279	CHAFED ENGINE		10/4/94 CA941012007
(CAN) WHILE SWAPPING ENGINES BETWEEN TWO KING AIR 100'S ALL FOUR ENGINE MOUNTS WERE FOUND CHAFED BEYOND ALLOWABLE LIMITS. CAUSE OF CHAFING WAS CONTACT WITH LOWER REAR FIRESEAL.									
3260		BEECH 1900D	PWA PT6A67D			LIGHT BULB	FAILED NLG GEAR POS		6/3/97 AU970805
(AUS) NOSE LANDING GEAR INDICATOR LIGHTS BLOWN									
8530		BEECH F33A	CONT IO520BB	MCAULY	CONT	PISTON PIN 630046	WORN NR1 CYLINDER	1350	10/6/94 CA941017004
(CAN) DURING INSPECTION A HIGH AMOUNT OF ALUMINUM WAS FOUND IN THE ENGINE OIL FILTER. AN INSPECTION OF THE CYLINDERS WAS CARRIED OUT & IT WAS FOUND THE NR 1 CYLINDER PISTON PIN HAD BROKEN & LED TO THE ALUMINUM IN THE OIL FILTER. THE PISTON PIN & CYLINDER WERE REPLACED. THERE WAS NO WAY TO DETERMINE THE CAUSE OF THE PISTON PIN FAILURE.									
2751		BOEING 727212	PWA JT8D17			POSITION SWITCH S297	REQ ADJUST FLAP		10/11/94 CA941018008
(CAN) AFTER TAKEOFF GEAR SELECTED UP. FLAPS SELECTED AT 15 UNITS CONTINUOUS GEAR WARNING HORN. HORN ON TO FLAPS "O" GEAR SELECTED DOWN AND LOCKED WARNING LIGHTS ON FORWARD AND SECOND OFFICER'S ANNUNCIATOR PANELS. OUTBOARD FLAP POSITION SWITCH CONTACTS STUCK IN CLOSED POSITION DUE TO SLIGHTLY OUT OF ADJUSTMENT WITH FLAP FOLLOW-UP CAM.									

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2913		BOEING 727233	PWA JT8D7B		ABEX	PUMP 5509808	FAILED "A" SYS HYD	800	10/11/94 CA941020006
(CAN) DURING CLIMB A LOSS OF FLUID CONDITION WAS OBSERVED IN THE "A" HYDRAULIC SYSTEM. THE AIRCRAFT DIVERTED & LANDED WITHOUT INCIDENT. INVESTIGATION REVEALED BOTH COLLECTION TANKS WERE FULL & HEAVY METAL CONTAMINATION IN NR1 PUMP CASE DRAIN FILTER & SLIGHT METAL CONTAMINATION IN NR2 PUMP CASE DRAIN FILTER. BOTH "A" HYDRAULIC SYSTEM PUMPS WERE REPLACED, SYSTEM CHECKED SERVICEABLE & AIRCRAFT RETURNED TO SERVICE.									
2730		BOEING 737377				COMPUTER 162313	MALFUNCTIONED ELEV FEEL CONT		5/31/97 AU970937
(AUS) ELEVATOR FEEL COMPUTER SUSPECT FAULTY - WORKSHOP INVESTIGATION COULD FIND NO DEFECTS									
2742		BOEING 737217	PWA JT8D9			TRIM ACTUATOR 654997010	CORROED STAB	41604	9/5/94 CA941012101
(CAN) DURING CLIMBOUT STABILIZER OUT OF TRIM LIGHT ILLUMINATED. CHECK LIST FOLLOWED AUTO PILOT DISENGAGED, AND STABILIZER COULD NOT TRIM ELECTRICALLY. STAB TRIM SWITCHES SELECTED TO CUTOUT AND ATTEMPT WAS MADE TO TRIM MANUALLY. IT TOOK CONSIDERABLE FORCE TO FREE TRIM, ONCE FREE A/P REENGAGED AND OPERATED NORMALLY FOR BALANCE OF FLIGHT.									
2910		BOEING 73733A				HOSE B47664192	BURST RT MLG UOLOCK		5/7/97 AU970845
(AUS) RH MAIN LANDING GEAR UPLOCK ACTUATOR RETRACTION HOSE BURST NEAR UPPER END - LOSS OF SYSTEM 'A' HYDRAULIC FLUID									
3260		BOEING 73733A				SENSOR 1899	OUT OF ADJUST MLG		4/10/97 AU970938
(AUS) AIR SAFETY PROXIMITY SENSOR OUT OF ADJUSTMENT									
3417		BOEING 73733A			SMITHSIND DAGC	TRANSDUCER FAD1862	INTERMITTENT AIR DATA COMP		4/30/97 AU970820
(AUS) NO1 DIGITAL AIR DATA COMPUTER (DADC) FAULTY - FAULT TRACED TO INTERMITTENT OUTPUT SIGNAL DATA FROM THE STATIC PRESSURE TRANSDUCER									
5230		BOEING 737377				FRAME	CRACKED CARGO/BAG DOOR		6/18/97 AU970941
(AUS) FORWARD CARGO DOOR FRAME CRACKED AT DOOR FRAME RADIUS FROM LOWERAFT CORNER AND RUNNING UP THE AFT SIDE OF THE DOOR - CRACK LENGTH APPROXIMATELY 210MM (9IN) - INVESTIGATION FOUND FURTHER CRACKING IN THE FOLLOWING LOCATIONS:-1. HORIZONTAL CROSS BEAM ATTACHMENT ANGLE - CRACK LENGTH 70MM (3IN) 2. HORIZONTAL CROSS BEAM WEB CRACKED COMPLETELY THROUGH - CRACK LENGTH 100MM (4IN)									
5312		BOEING 73733A				BULKHEAD	CRACKED FUSELAGE FWD WEB		6/25/97 AU970954
(AUS) FORWARD PRESSURE BULKHEAD WEB FORWARD FACE CRACKED IN THE FOLLOWING AREAS:- 1. THREE CRACKS LOCATED AT RBL 5.7 UNDER RADAR SCANNING SUPPORT BRACKETS - CRACK LENGTHS 15MM (0.59IN), 20MM (0.787IN) AND 24MM (0.944IN) 2. ONE CRACK LOCATED AT LBL 5.7 UNDER RADAR SCANNING SUPPORT BRACKETS - CRACK LENGTH 23MM (0.905IN) 3. ONE CRACK RUNNING VERTICALLY ADJACENT TO BLO JUST ABOVE WL 1845 - CRACK LENGTH 18MM (0.708IN) FOUND DURING ULTRASONIC AND EDDY CURRENT INSPECTIONS IAW ER									
5312		BOEING 737376				BULKHEAD BS178	CRACKED BS 178		6/11/97 AU970754
(AUS) PRESSURE BULKHEAD WEB AT BS 178 CRACKED IN FIVE PLACES ADJACENT TO WEATHER RADAR SUPPORT BRACKET ATTACHMENTS									
5312		BOEING 737377				BULKHEAD	CRACKED BS 178		6/3/97 AU970826
(AUS) FUSELAGE FORWARD PRESSURE BULKHEAD AT STATION 178 CRACKED IN SIX PLACES - FOUND USING EDDY CURRENT AND ULTRASONIC INSPECTIONS IAWER B73-53-10-39A									

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5312		BOEING 737377				BULKHEAD	CRACKED FUSELAGE LT FWD		5/30/97 AU970828
(AUS) FORWARD PRESSURE BULKHEAD CRACKED IN THE FOLLOWING AREAS:-1. LH FORWARD PRESSURE BULKHEAD SIDE CHORD RADIUS AT WL 195 - CRACK LENGTH 63.5MM (2.5IN)2. LH INTERCOSTAL ADJACENT TO BULKHEAD AT WL 1953. RH INTERCOSTAL ADJACENT TO BULKHEAD AT WL 195									
5312		BOEING 737377				BULKHEAD	CRACKED FUSELAGE FWD		5/30/97 AU970829
(AUS) FUSELAGE FORWARD PRESSURE BULKHEAD WEB CRACKED IN FIVE PLACES - FOUND DURING EDDY CURRENT AND ULTRASONIC INSPECTION IAW ERB73-53-10-39A									
5320		BOEING 737377				POST	CRACKED LT NR 1 WINDOW		1/21/97 AU970827
(AUS) LH NO1 WINDOW POST CRACKED IN AREA OF SUB SURFACE GUSSET FROM CORNER RADIUS TO RIVET - FOUND DURING EDDY CURRENT INSPECTION IAW ER B73-53-10-36									
5320		BOEING 737377				POST	CRACKED NR 1 WINDOW LT		5/1/97 AU970825
(AUS) LH NO1 WINDOW POST CRACKED IN OUTBOARD UPPER CORNER - FOUND DURING EDDY CURRENT INSPECTION IAW ER B73-53-10-36									
2565		BOEING 747338				SLIDE 7A12544	FAULTY NR 3 MAIN ENTRY		5/28/97 AU970810
(AUS) NO3 MAIN ENTRY DOOR ESCAPE SLIDE DEFLATE DURING TEST - SUSPECT CAUSED BY TEARING OF THE FABRIC BY THE DOOR DUST SEAL PLASTIC RETAINER METAL CORNER									
2700		BOEING 747312				CABLE GUARD	CRACKED FLIGHT CONTROL		5/16/97 AU970746
(AUS) NUMEROUS CABLE GUARD ASSEMBLIES IN MAIN CABIN CABLE VERTICAL RUNS CRACKED AND EMBRITTLED - CABLE OPERATING SYSTEMS INCLUDED AILERON, WING FLAP, NOSEWHEEL STEERING AND LANDING GEAR BRAKES -IN ADDITION VERTICAL CABLE GUARDS IN FORWARD CARGO COMPARTMENTFOR NO3 AND NO4 ENGINE CONTROL CABLES WERE FOUND BROKEN									
2730		BOEING 747438				ROD 251U211	CHAFING ELEVATOR CONTROL		6/25/97 AU970812
(AUS) ELEVATOR CONTROL SYSTEM LH AND RH ELEVATOR SERVO CONTROL ROD SAFETY NUTS CONTACTING FORK ENDS ON TORQUE TUBE									
2822		BOEING 747312			6098976	WIRE 11892221	FAILED FUEL BOOST PUMP		4/24/97 AU970760
(AUS) NO2 FUEL BOOST PUMP ELECTRICAL WIRING INSULATION FAILED DUE TO CONDUCTIVE CORROSION AT THE WIRE TERMINAL ASSEMBLY									
5312		BOEING 747312				STRAP	CRACKED BS 1241		4/30/97 AU970744
(AUS) FUSELAGE BULKHEAD SPLICE STRAP LOCATED AT BS1241 CRACKED ON LHAND RH SIDES AT FORWARD AND AFT HOLES									
5313		BOEING 747312				STRINGER	CORRODED BS 1820-1840		5/28/97 AU970748
(AUS) STRINGERS 51L AND 51R LOCATED IN AFT CARGO COMPARTMENT FUSELAGE BILGE AREA (SECTION 46) CONTAINED EXFOLIATION CORROSION IN AREAS FROM BS 1820 TO BS 1840:- STRINGER 51L - EXFOLIATION CORROSION IN VERTICAL FLANGE OF TOP HAT SECTION OF EXTRUDED STRINGER STRINGER 51R - CORROSION IN BASE OF TOP HAT EXTRUDED STRINGER - CRACK ALSO FOUND AT BS 1860									
5315		BOEING 747312				BEAM	CORRODED BS 980		5/27/97 AU970747
(AUS) UPPER DECK FLOOR BEAM STRUCTURE AT BS 980 CONTAINED CORROSION IN AREA OF CART LIFT CUTOUT ON THE AFT FACE OF THE UPPER CHORD BETWEEN RBL 20 AND RBL 30 - CORROSION WAS CLASSIFIED AS LEVEL 2 AND LEVEL 3 - FOUND DURING INSPECTION IAW BOEING ALERT SB 747-53A2400 - MINOR CORROSION ALSO FOUND ON UPPER FAILSAFE STRAP									

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5320		BOEING 747312				CHORD	CORRODED BS 400		5/27/97 AU970749
(AUS) NOSE WHEEL WELL STRUCTURE LOWER CHORD AT BS 400 BADLY CORRODED FROM STRINGER 42L TO STRINGER 42R									
5411		BOEING 747312				FASTENER	LOOSE NR 1 & NR4 PYLON		5/16/97 AU970745
(AUS) NO1 AND NO4 PYLON AFT DIAGONAL BRACE FORWARD MOUNT FITTINGS HAD LOOSE HILOCK FASTENERS.									
2721		BOEING 75728A	RROYCE RB211524B02			SUMMING LEVER 251N30584	SHEARED RUDDER		10/10/94 CA941019005
(CAN) EXCESSIVE RUDDER TRIM +/- 8 INCHES WAS REQUESTED. RUDDER YAW DAMPER SUMMING LEVER SHEAR RIVET BROKEN.									
3242		BOEING 757260PF				BRAKE AHA1693	WORN NR6 MLG WHEEL		6/26/97 AU970771
(AUS) NO6 MAIN WHEEL BRAKE ASSEMBLY CAUGHT FIRE WHEN PARK BRAKE SET - FLASH FIRE WAS EXTINGUISHED BY ITSELF - SUSPECT GREASE INCORRECTLY APPLIED BETWEEN AXLE BUSH AND SPACE DURING WHEELCHANGE IGNITED									
4900		BOEING 757236	RROYCE RB211524B02			COOLING FAN	FAILED APU		10/11/94 CA941019007
(CAN) APU SHUTDOWN IN FLIGHT DUE TO APU OVER TEMP FOLLOWING THE APU SHUTDOWN, AIRCRAFT HAD NO APU GENERATOR RUNNING. APU COOLING FAN REPLACED & NR2 GENERATOR LEAD TERMINAL REPAIRED. AIRCRAFT DISPATCHED SERVICEABLE.									
2923		BOEING 767204	GE CF680A			SEAL MF19655ANSETT	LEAKING HYD PUMP RAT		5/16/97 AU971069
(AUS) RAM AIR TURBINE (RAT) HYDRAULIC PUMP HOUSING SEALS LEAKING.									
7322		CESSNA 180H	CONT O470R	MCAULY 2A34C203	FACET MA45	FLOAT LEVER 3235	WORN CARBURETOR	1775	7/16/94 CA941012005
(CAN) THE ENGINE BEGAN TO RUN ROUGH & LOSE POWER ON TAKEOFF, WITH BLACK SMOKE COMING FROM THE EXHAUST. A PRESSURE CHECK OF THE CARBURETOR REVEALED THE FLOAT/NEEDLE VALVE ASSEMBLY WAS NOT CONTROLLING THE FUEL FLOW INTO THE CARBURETOR, RESULTING IN AN EXCESSIVELY RICH ENGINE FUEL MIXTURE. DISASSEMBLY REVEALED SIGNIFICANT WEAR ON THE FLOAT LEVER SHAFT WHICH ALLOWED THE FLOATS TO INTERMITTENTLY CONTACT THE COMPARTMENT COVER.									
7931		CESSNA 182N	CONT O470R	MCAULY 2A34C201		OIL LINE D70009937	CHAFE PRESSURE GAUGE	2250	9/5/94 CA941013204
(CAN) OIL DRIPPING FROM UNDER INST. PANEL & THE RH CONTROL COLUMN, PUSH-PULL TUBE. FIREWALL TO OIL PRESSURE GAUGE ALUMINUM LINE CHAFED THROUGH BY A WIRE FROM THE AIR DUCT HOSE.									
8530		CESSNA A185F	CONT IO520D	MCAULY D2A34C58	CONT	CYLINDER	CRACKED TOP PLUG	343	9/6/94 CA941011104
(CAN) CYLINDER FOUND CRACKED FROM TOP SPARK PLUG AROUND OUTSIDE OF CYLINDER TO INTAKE FLANGE. CYLINDER HAD BEEN REPAIRED IN SAME AREA BEFORE AT OVERHAUL.									
5280		CNDAIR CL2151A10	PWA CA3	HAMSTD 43E60		DOOR	CRACKED RIGHT NLG DOOR		10/26/94 CA941009102
(CAN) A 6 INCH CRACK WAS FOUND ON RIGHT NOSE LANDING GEAR DOOR. DOOR WAS REPAIRED.									
3230		CVAC 34031	ALLSN 501D13	ALLSN A6441*		LEVER ASSY 2405257101805	BROKEN NOSE LDG GEAR		9/22/94 CA941020101
(CAN) AFTER GEAR SELECTED UP, THREE GREEN LIGHTS EXTINGUISHED BUT GEAR UNLOCKED LIGHT REMAINED ON. LANDING GEAR EXTENDED, GREEN LIGHTS EXTINGUISHED AND UNLOCKED LIGHT ALSO WENT OUT. SUBSEQUENT MAINTENANCE CHECK REVEALED NOSE LANDING GEAR WOULD NOT RETRACT DUE TO A BROKEN FORK END OF THE LEVER LATCH ASSEMBLY. DEFECTIVE PART REPLACED.									

***** DENOTES SIGNIFICANT OCCURRENCE

INTERNATIONAL SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

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2823		DHAV DHC2MK1	PWA			SELECTOR VALVE TC17102	SEIZED FUEL		10/2/94 CA941012015
(CAN) FUEL SELECTOR VALVE SHAFT SEIZED SUDDENLY AFTER SELECTION CHANGE.									
8520		DHAV DHC2MK1	PWA R985AN14B	HAMSTD 2D30		CRANKCASE 16475	CRACKED NR2 CYL FLANGE	1400 938	8/21/94 CA941009101
(CAN) AIRCRAFT WAS GROUNDED DUE TO EXCESSIVE OIL LEAK ON RIGHT HAND SIDE OF ENGINE. INSPECTION FOUND A CRACKED CRANKCASE. THE CRACK WAS NOTED ON NR2 CYLINDER FLANGE (REAR) OF APPROXIMATELY 3/8" VISIBLE. UPON REMOVAL OF NR2 CYLINDER THE CRACK WAS FOUND TO RADIATE IN TOWARDS THE MAIN BEARING WITHIN TWO INCHES FROM THE BEARING BOSS THEN OUTWARD TOWARDS BUT NOT TO THE SURFACE OF NR8 CYLINDER. IT TOTAL 24 INCHES IN LENGTH. CAUSE WAS NOT DETERMINED.									
2710		DHAV DHC6300	PWA PT6A27	HARTZL HCB3TN3		TUBE ASSY C6CW101911	CRACKED AILERON		4/25/94 CA941017002
(CAN) DURING INSPECTION OF FLIGHT CONTROL RODS AS DETAILED IN CF-80-03R4 SB 6/390 A VISIBLE DEFECT WAS NOTED ON THE FORWARD END OF THE AILERON CONTROL ROD TUBE. CLOSER INSPECTION WITH 16X LENS & LIGHT DEFECT EXTENDS FROM THE SLEEVE INTO THE SWAGED - MAGNEFORMED - AREA FOR ABOUT .125 INCHES. APPEARS TO BE STRESS CORROSION CRACK. DEFECT VERIFIED WITH DYE PENETRANT.									
2720		DHAV DHC6100	PWA PT6A20	HARTZL HCB3TN3		CABLE NAS305354266	FRAYED RUDDER		10/20/94 CA941020301
(CAN) DURING 200 HOUR INSPECTION ON BOTH RUDDER CONTROL CABLES FOUND RIDING ON THE SAME INBOARD GROVE OF THE FORWARD RUDDER BELLCRANK CAUSING SEVERE FRAYING OF BOTH CABLES. SOME CORROSION ALONG THE LENGTH OF CABLE.									
6120		DHAV DHC6300	PWA PT6A27	HARTZL HCB3TN3		PRESSURE SWITCH 8190026	FAULTY LT ENG FEATHER		9/10/94 CA941019008
(CAN) AUTOFEATHER PRESSURE SWITCHES ARMED AT 17 PSIG ON LEFT SIDE BUT WOULD NOT ARM ON RIGHT SIDE UNTIL 22 PSIG. SWITCHES WERE EXCHANGED FROM SIDE TO SIDE WITH THE SAME RESULT SO OVERHAULED SWITCHES WERE INSTALLED. ONE OF THE OVERHAULED SWITCHES WAS FAULTY SO IT WAS REPLACED WITH ANOTHER OVERHAULED ONE WITH SERVICEABLE RESULTS. THE AUTOFEATHER SYSTEM WAS THEN CHECKED SERVICEABLE.									
7810		DHAV DHC6200	PWA PT6A20	HARTZL		DEFLECTOR	CRACKED EXHAUST SYSTEM	10746	10/10/94 CA941020003
(CAN) EXHAUST DEFLECTOR SKI JUMP CRACKED WITH PIECES MISSING. ENGINE REPLACED.									
5413		DHAV DHC7*	PWA PT6A50			LONGERON 75420053	CORROED NACELLE		10/3/94 CA941013207
(CAN) NR2 AND NR3 ENGINE NACELLE LONGERONS HAVE PITTING CORROSION IN DEPTH UNKNOWN XN163.35 TO 169.75 ON ALL 4 LONGERONS IN THE HORIZONTAL WEB AND AFT BOLT COUNTER BORE. PITTING CORROSION FOUND ON #2 NACELLE INBOARD LONGERON AT XN2 121.65 TO 126.65.									
5413		DHAV DHC7102				LONGERON 75420053	CORRODED NACELLE	27333	10/3/94 CA941013206
(CAN) LOWER LONGERONS NR3 ENGINE HAVE SEVERE PITTING CORROSION ESTIMATED UP TO .150 INCHES DEPTH TO 100% OF UPPER HALF OF ASSY AND UP TO .050 INCHES DEEP AT AFT BOLT COUNTER BORE. DAMAGE EXCEEDS LIMITS.									
5413		DHAV DHC7102	PWA PT6A50			LONGERON 75420053	CORRODED NACELLE		10/3/94 CA941013211
(CAN) NR2 AND NR3 ENGINE NACELLE LOWER LONGERONS FOUND TO HAVE PITTING CORROSION XN 74 TO 170. WHEEL WELL MAY HAVE BEEN PAINTED SEVERE PITTING CORROSION FOUND FROM XN163.35 TO XN170 IN THE HORIZONTAL WEB AND AFT BOLT COUNTER BORE.									
2210		DHAV DHC8102	PWA PW120A			AUTOPILOT	FAULTY AFCS SYSTEM		6/24/97 AU970824
(AUS) AUTOFLIGHT CONTROL SYSTEM (AFCS) SUSPECT FAULTY - UNUSUAL ADVISORY MESSAGES - SEE MDR 97/0808 FOR SIMILAR DEFECT									

INTERNATIONAL SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

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2210		DHAV DHC8102	PWA PW120A			AUTOPILOT	MALFUNCTION AFCS SYSTEM		6/24/97 AU970808
(AUS) AUTOFLIGHT CONTROL SYSTEM (AFCS) SUSPECT FAULTY - UNUSUAL ADVISORY MESSAGES									
2434		DHAV DHC8102	PWA PW120A			GENERATOR	FAILED DC GEN-ALT		6/26/97 AU970809
(AUS) LH AND RH ENGINE DRIVEN DC GENERATORS FAILED - LH AC BUS ALSO FAILED - SUSPECT CAUSED BY STATIC DISCHARGE									
2760		DHAV DHC8301	PWA PW123			SWITCH 7G772	INTERMITTENT SPOILER		9/6/94 CA941020204
(CAN) ON TAKEOFF THE INBOARD ROLL SPOILER HYDRAULIC CAUTION LIGHT CAME ON. TAKEOFF REJECTED. CANNON PLUG CORRODED CLEANED. ON TAKEOFF CAUTION LIGHT ON OUT WITHIN 400 FT IN CLIMB. NR1 LOW PRESSURE SWITCH REPLACED.									
3210		DHAV DHC8311	PWA PW123			FITTING 85411782001	CRACKED MLG SPIGOT		6/17/94 CA941013201
(CAN) MAIN LANDING GEAR ACTUATOR SUPPORT FITTING CRACKED IN SPIGOT RADIUS CF-91-25 REFERS									
3221		DHAV DHC8102	PWA PW120A	HAMSTD		BOLT	LOOSE NLG RETRACT FITN		9/24/94 CA941012004
(CAN) BOLTS LOOSE ON NOSE LANDING GEAR RETRACTION ACTUATOR ATTACHMENT FITTING. SB 8-53-26.									
3230		DHAV DHC8102	PWA PW120A			FITTING 85310339009	CRACKED LT& RT DRAG LINK		10/8/94 CA941020002
(CAN) BOTH LH & RH DRAG LINK TRUNNION FITTINGS CRACKED AD CF-92-18R2.									
3230		DHAV DHC8301	PWA PW123	HAMSTD		ACTUATOR UPLOCK 1080055	WORN RT MLG HOOK		9/25/94 CA941017003
(CAN) ON APPROACH WHEN GEAR SELECTED DOWN THE RH MLG REMAINED UP 3 ATTEMPTS SAME RESULT. TRIED ALTERNATE EXTENSION - TOUCH AND GO - NO SUCCESS. COMPLETE ALTERNATE EXTENSION ALL GEAR DOWN. SB 8-32-98 REPLACED UPLOCK ACTUATOR FOR DASH 103 AND 105 IN 92. HOOK WORN AND ROLLER SEIZED TR32-1 TO THE COMPONENT MAINTENANCE MANUAL - HOOK WEAR LIMITS AOM REVISED.									
3244		DHAV DHC8102	PWA PW120A			TIRE 319K261	FAILED CENTER TREAD		10/13/94 CA941020202
(CAN) NR3 MAIN WHEEL TIRE HAD LARGE OVAL SEPARATION PROTRUDING FROM CENTRE TREAD. PROTRUSION BUBBLE WAS 3" IN DIAMETER AND 3" HIGH. WILKERSON RETREAD R1.									
5260		DHAV DHC8102	PWA PW120A			FITTING 8520272005	CRACKED AIR STAIR DOOR		10/8/94 CA941020001
(CAN) NR1 FORWARD AND NR1 AFT AIRSTAIR DOOR STOP FITTING CRACKED.									
5542		DHAV DHC8311	PWA PW123			SKIN 85540010101	CRACKED RUDDER		10/9/94 CA941019004
(CAN) 4 INCHES CRACK ON LH UPPER SKIN PANEL OF FORE RUDDER. 3.5 INCHES FORWARD OF TRAILING EDGE.									
6110		DHAV DHC8301	PWA PW123	HAMSTD 14SF15	HAMSTD	PROPELLER	FAILED NR2 POSITION	7696	9/8/94 CA941013202
(CAN) ON TAKEOFF NR2 ENGINE LOW OIL PRESSURE LIGHT CAME ON & TAKE OFF WAS ABORTED. AIRCRAFT RETURNED TO GATE & INSPECTION REVEALED NR2 ENGINE NACELLE WAS OIL CONTAMINATED. MAINTENANCE FOUND NR2 ENGINE OIL LEVEL 8 LITERS LOW & THE PROPELLER PRESSURIZED. PROP PRESSURE RELIEVED & GROUND RUN CARRIED. NO FURTHER LEAKS, HOWEVER PROPELLER REPRESSURIZED. PROPELLER CHANGED FOR SUSPECTED INTERNAL OIL LEAK & AIRCRAFT RETURNED TO SERVICE.									

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7200		DHAV DHC8102	PWA PW120A	HAMSTD	PWA	ENGINE	SEIZED NR1 POSITION		9/25/94 CA941013203
(CAN) ON START FOR DEPARTURE, NR1 ENGINE WOULD NOT ROTATE, PROPELLER WOULD NOT TURN. INSPECTION REVEALED SEIZURE OF THE HP ROTOR, HOWEVER THIS INFO IS SUBJECT TO STRIP REPORT FROM R&O SHOP.									
7230		DHAV DHC8311	PWA PW123			BEARING 3038300	FAILED NR 2 ENG NR 4	7671	9/15/94 CA941020203
(CAN) ON START-UP FOR DEPARTURE WITH ONLY NR2 ENGINE RUNNING, CABIN WAS REPORTED FILLING WITH SMOKE. AIRCRAFT SHUTDOWN & PASSENGERS DEPLANED. ENGINE WAS INSPECTED FOR POSSIBLE OIL INGESTION IN THE COMPRESSOR LEADING TO BLEED AIR COMTAMINATION. NO EVIDENCE OF OIL WAS FOUND. ENGINE WAS REMOVED & SHIPPED FOR FURTHER INVESTIGATION. DISASSEMBLY REVEALED INTERCOMPRESSOR CASE LIMITING VALVE INNER TRANSFER TUBE LOOSE & FLANGES FRETTEED ALSO MATING ICC MATING FLANGES FRETTEED. NR4 BEARING REAR INNER FACE OIL SLINGER MATING SHOULDER WITH DEEP CIRCULAR GROOVE MARKS, OIL LEAKED BETWEEN INNER RACE SLINGER & ENTERED H.P. IMPELLER FRONT BORE. NR4 BEARING WAS REPLACED & ICC MATING FLANGES (P/N 3107314-01) WERE REPAIRED.									
8520		DOUG DC3	PWA R183092			CONNECTING ROD 20506	BROKEN NR 2 ENG	690	9/1/94 CA941013210
(CAN) DURING CLIMB THE NR2 ENGINE SUDDENLY BEGAN RUNNING ROUGH. ENGINE WAS SHUTDOWN & AIRCRAFT RETURNED TO BASE. MAINTENANCE REMOVED ENGINE OIL SCREEN & OIL SUMP PLUG, EXCESSIVE METAL WAS FOUND IN BOTH SCREEN & SUMP. METAL INCLUDED SOME RELATIVELY LARGE PIECES, ONE OF WHICH WAS IDENTIFIED AS PART OF AN ARTICULATING ROD (P/N 20506). STRIP REPORT WILL BE SENT BY R&O SHOP.NO FURTHER INFO.									
8530		DOUG C54GDC	PWA R20007M2	HAMSTD 23E50	PWA	CYLINDER 153071	CRACKED NR4 CYLINDER	619	9/27/94 CA941013209
(CAN) ENGINE BEGAN RUNNING ROUGH IN CRUISE, POWER, TEMP & PRESSURE WAS NORMAL. PRECAUTIONARY ENGINE SHUTDOWN WAS CARRIED OUT. MAINTENANCE FOUND NR4 CYLINDER HAD A CRACK AT THE FRONT BOSS. THERE WAS CONSIDERABLE EROSION OF THE CRACK DUE TO ESCAPING COMBUSTION GASES.									
8530		DOUG DC6A	PWA R2800*	HAMSTD 43E60	PWA	CYLINDER 327628	WORN NR3 CYL EXH VLV	2316	8/27/94 CA941018009
(CAN) NR4 ENGINE MISFIRING INTERMITTENTLY DURING TRAINING FLIGHT.									
2130		DOUG DC932	PWA JT8D7A			FLOW CNTRL VALVE 39605041	INOPERATIVE LT AIRCOND PACK		9/22/94 CA941021506
(CAN) LOSS OF PRESSURIZATION ON CLIMB, UNABLE TO CONTROL PRESSURIZATION IN AUTOMATIC OR MANUAL MODE. PNEUMATIC AND AIR CONDITIONING SYSTEM CHECKED FOR LEAKS. THE LEFT PACK FLOW CONTROL VALVE WAS REPLACED.									
2424		DOUG DC932	PWA JT8D7A			REGULATOR 939D2171	INOPERATIVE LH GENERATOR		8/31/94 CA941021501
(CAN) LEFT GENERATOR OFF LIGHT ILLUMINATED DURING CRUISE AND AC CROSS TIE LOCKOUT LIGHT ON, FLIGHT RETURNED TO BASE. MAINTENANCE CHECK FOUND VOLTAGE REGULATOR FAULTY. REGULATOR REPLACED AND TESTED.									
2530		DOUG DC932	PWA JT8D7A			OVEN RECEPTACLE CA167072	BURNT POSITION 15 & 16		9/23/94 CA941021507
(CAN) ELECTRICAL BURNING SMELL IN COCKPIT ENTRANCE AREA. MAINTENANCE FOUND OVEN RECEPTACLES BURNT AT POSITIONS 15 AND 16 IN FORWARD GALLEY. BOTH RECEPTACLES REPLACED.									
5551		DOUG DC932	PWA JT8D7A			FOOTING 59124811503	CRACKED HORIZ. STAB.		9/13/94 CA941005505
(CAN) DURING AN INSPECTION OF THE UPPER AFT HORIZONTAL STABILIZER SPAR CAP FITTING, A SMALL CRACK 1 1/2 INCHES LONG WAS DETECTED EMANATING FROM THE RADIUS OF THE UPPER AFT FITTING ATTACHMENT LUG RADIATING INTO THE FITTING. CRACK WAS FIRST DISCOVERED BY NDT EDDY CURRENT INSPECTION. DEFECT AREA REWORKED AS PER PRODUCTION PERMIT 7-55-10/351.55-204. REWORKED TO BE VISUALLY AND NDT INSPECTED AT INTERVALS NOT TO EXCEED 800 HOURS.									

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2710		FOKKER F28MK4000	RROYCE SPEY55515			QUADRANT A788171	CONTAMINATED RT WING AIL OUTB		6/21/97 AU971035
(AUS) RH WING OUTBOARD AILERON LOWER QUADRANT BEARING WATER INGRESS									
5320		FOKKER F28MK1000				FITTING A31155001	CRACKED WING CENTER SEC		9/21/94 CA941013205
(CAN) DURING STRUCTURAL INSPECTION OF AIRCRAFT, CRACKS WERE FOUND IN A STRUCTURAL CASTING INSIDE THE WING CENTRE SECTION ATTACHING THE CENTRE SECTION TO THE L/H CENTRE FUSELAGE FRAME COUPLING FITTING AT FRAME 10790 MM. THE COUPLING INSPECTION IS CARRIED OUT IN ACCORDANCE WITH THE F28 STRUCTURAL INTEGRITY PROGRAM (S.I.P.) ITEM 53-10-25. HOWEVER, THE ATTACH FITTING IN QUESTION P/N A31155-001 IS NOT SPECIFICALLY IDENTIFIED FOR INSPECTION PER S.I.P. CASTING REPLACED AND DEFECTIVE CASTING SENT TO MANUFACTURER (FOKKER) FOR EVALUATION.									
7261		HWKSLY DH1251A	RROYCE VIPER522			SEAL WASHER AGS3827	DAMAGED NR 1 ENG OIL		9/21/94 CA941011102
(CAN) DURING FLIGHT NR1 ENGINE LOW OIL PRESSURE INDICATION WAS OBSERVED. NR1 ENGINE SHUTDOWN AS A PRECAUTIONARY MEASURE. MAINTENANCE FOUND A LEAK IN AN OIL PRESSURE LINE DUE TO A DAMAGED OIL SEAL. SEAL WAS REPLACED & ENGINE OIL SYSTEM WAS SERVICED. ENGINE GROUND RUN SERVICEABLE.									
2910		LKHEED 1011385115	RROYCE			LINE 1551382165	BROKEN "D" HYD SYS		9/28/94 CA941018007
(CAN) LOSS OF "D" SYSTEM HYDRAULIC FLUID, LOW QUANTITY LIGHT ILLUMINATED. MAINTENANCE CHECK REVEALED HYDRAULIC PRESSURE LINE BROKEN INSIDE DYNATUBE FITTING AT FORWARD END CONNECTION IN NR3 PYLON. LINE REPLACED AND TESTED TO 6000 PSI.									
3230		LKHEED 1011385114	RROYCE			ACTUATOR TRUCK 152315318	INOPERATIVE MLG		9/23/94 CA941019006
(CAN) GEAR WOULD NOT RETRACT. TRUCK LIGHT REMAINED ON AFTER TAKEOFF. MAINTENANCE INVESTIGATION REVEALED BOGIE TILT ACTUATOR WAS DEFECTIVE. ACTUATOR REPLACED AND AIRCRAFT RETURNED TO SERVICE.									
8520		LKHEED C121C	WRIGHT R3350*	HAMSTD 43E60	WRIGHT	GUIDE	FAILED NR 2 CYL INT VLV	980	6/24/97 AU970700
(AUS) NO2 ENGINE FRONT SUMP PLUG CONTAMINATED WITH A SMALL PIECE OF FERROUS MATERIAL - INVESTIGATION FOUND PIECE OF METAL HAD CHIPPED OFF NO2 CYLINDER INLET VALVE TAPPET GUIDE									
2140		PIPER PA23250	LYC IO540C4B5	HARTZL HCE2YK1	JANITROL S50	HEATER CAN 12721697	CRACKED HEATER	365	10/6/94 CA941017006
(CAN) CRACK FOUND AROUND TRANSFER TUBES FROM INNER TO OUTER CAN & AROUND BASE OF EXHAUST STACK.									
3240		PIPER PA28R200	LYC IO360C1A	HARTZL HCC2YK1	PIPER	TORQUE TUBE 6717400	CRACKED RH BRAKE		9/26/94 CA941012011
(CAN) RH BRAKE TORQUE TUBE CRACKED AT THE WELD.									
3260		PIPER PA31350		HARTZL HCE3YR2A		LIGHT ASSY 472740	LOOSE RH MLG		10/11/94 CA941019001
(CAN) GEAR SELECTED DOWN & 3 GREENS ON. HOWEVER, ON FINAL, RH LIGHT WAS OUT. GEAR RECYCLED TO NO AVAIL. EMERGENCY EQUIP CALLED OUT & AIRCRAFT LANDED OK. GREEN LIGHT ASSY FOUND LOOSE.									
8530		PIPER PA31350	LYC TIO540J2BD	HARTZL HCE3YR2A	LYC	CYLINDER LW12966	FAILED EXH VALVE	1106 1206	9/20/94 CA941018006
(CAN) THE FACE BROKE FROM THE VALVE STEM & CONTINUED THROUGH THE ENGINE, CAUSING METAL DAMAGE THROUGHOUT.									
6120		PIPER PA31T	PWA PT6A28	HARTZL		CABLE 4691802	BROKEN PROP PITCH CONTL		10/11/94 CA941020004
(CAN) PROP PITCH CONTROL CABLE BROKE RESULTING IN CSU MOVING TO LOW PITCH (MAX RPM) POSITION.									

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2742		SWRNGN SA226TC	GARRTT TPE33110UA	HARTZL HCB3TN5		ACTUATOR DL5040M5	STRIPPED PITCH TRIM	5281	9/30/94 CA941012009
(CAN) SHORTLY AFTER TAKEOFF CONTROL COLUMN SLAMMED TOWARDS PILOTS CHEST & AIRCRAFT PITCHED EXTREME NOSE UP PITCH TRIM DID NOT FUNCTION. BOTH PILOTS NEEDED TO FORCE COLUMN IN TO RESTORE SOME CONTROL. POWR REDUCED & CONDITIONS IMPROVED. AT 1/2 FLAP CONDITIONS IMPROVED MORE. AIRCRAFT LANDED WITH FULL FLAP & SPEED AT 120 KTS.									
5610		SWRNGN SA226AT		HARTZL HCB3TN5		WINDSHIELD 26211959001	CRACKED CENTRE	8908	4/12/94 CA941011101
(CAN) FRONT CENTRE WINDSHIELD FOUND CRACKED BETWEEN BOLT HOLES & BEYOND LIMITS OF SB 26-56-10-038. AD 93-19-06 COVERS.									
7324		SWRNGN SA226TC	GARRTT TPE33110U			DIVIDER 39440881	LEAKING R/H ENG	12600	10/8/94 CA941018004
(CAN) ON TAKEOFF, R/H ENGINE LOST POWER (LOW FUEL FLOW AND TORQUE) AND THE TAKEOFF ABORTED. IT WAS DISCOVERED THAT THE R/H ENGINE FUEL FLOW DIVIDER HAD DEVELOPED A MAJOR FUEL LEAK. BOTH SCREWS HOLDING ON THE COVER WERE LOOSE (P/N NAS1101E06-6). THE FUEL FLOW DIVIDER WAS REPLACED AND THE AIRCRAFT WAS RETURNED TO SERVICE. THERE IS NO INDICATION THAT THIS UNIT HAD BEEN OVERHAULED.									
5531		WSK M18DROMADER				REAR SPAR ASSY D33000001	BROKEN VERTICAL FIN	894	9/30/94 CA941017005
(CAN) AFTER INITIAL SPRAY RUN, THE PILOT PULLED UP AND NOTICED THE RUDDER PEDALS STIFFENING AND THEN LOCKING SOLID AND THEN THE ELEVATOR DID THE SAME THING. THE AIRCRAFT WAS LOADED (APPROX 11,500) AND WAS FLYING STABLE. THE PILOT WAS ABLE TO LAND SUCCESSFULLY BY USINGAILERONS AND THROTTLES. THE CAUSE OF BROKEN SPAR MAY HAVE BEEN GROUND STRIKE OF VERTICAL STABILIZER.									
(End of INTERNATIONAL SERVICE DIFFICULTY REPORT SUMMARY)									



U.S. Department
of Transportation
**Federal Aviation
Administration**

SERVICE DIFFICULTY REPORT SUMMARY

AIR CARRIER - INDEX



The following information provides a tally of the Service Difficulty Reports (SDR's) contained in this weeks issue of the Air Carrier SDR Summary. The totals represent only a summation of the SDR's that were submitted to the FAA, Aviation Data Systems Branch, AFS-620, and processed in time for inclusion in the Summary. In the first table, the SDR's are sorted by the operator designator code and are listed in alphabetical order. The second table sorts the SDR's by the aircraft make and model. The heading at the top of each table provides a two digit Joint Aircraft System/Component (JASC) code grouping (e.g., JASC codes 1100 thru 1800 are represented by the heading labeled 11-18) which categorizes in general, the problem areas for each reported discrepancy.

The Flight Standards Service Difficulty Program objective is to achieve prompt and appropriate correction of conditions adversely affecting continued airworthiness of aeronautical products. This is accomplished by the collection of Service Difficulty and Malfunction or Defect Reports. SDR's are consolidation and collation into common data base where they are analyzed for trends, problems, and alert information. This information is then disseminated to the appropriate segments of the aviation community and to other FAA offices.

The number of SDR's submitted is not an indicator of the mechanical reliability or fitness of an air carrier's aircraft fleet and should not be used as such. The air carriers certificate holding office has the primary responsibility for planning, programming evaluations, and assessing the performance of operators. Questions regarding an air carrier's fleet performance should be directed to the appropriate Flight Standards District Office, Certificate Management Office, or Certificate Management Unit.

AIR CARRIER SUMMARY INDEX BY OPERATOR**1/11/98 To 1/17/98 ISSUE: 98-03 ZAC-326**

OPERATOR DESIGNATOR	DISTRICT OFFICE	SDR TOTALS BY FAA ATA SYSTEM CHAPTER								TOTAL
		11-18	21-29	30-38	45-49	51-57	61-67	71-79	80-85	
	AU S	0	15	28	0	15	0	0	1	59
	CA	0	15	10	1	11	3	15	7	62
	GL 03	0	0	0	0	0	3	0	0	3
A6WA	GL 31	0	0	0	0	10	0	1	0	11
AALA	SW 07	0	9	28	0	83	0	0	0	120
ABXA	GL 23	0	1	1	0	12	0	0	0	14
ARWA	SO 19	0	0	0	0	0	0	1	0	1
ASAA	NM 01	0	1	21	1	12	0	0	0	35
AWXA	WP 28	0	1	6	0	4	0	0	0	11
C2XA	SW 09	0	0	1	0	0	0	2	0	3
CALA	SW 09	0	3	7	0	4	0	1	0	15
COMA	SO 01	0	3	9	0	14	1	0	0	27
CX7A	GL 03	0	2	0	0	0	0	0	0	2
DALA	SO 27	0	4	11	1	14	0	4	0	34
E9WA	SO 05	0	0	2	0	0	0	0	0	2
EISA	SW 07	0	1	0	0	0	0	0	0	1
F3LA	NM 03	0	0	1	0	0	0	0	0	1
FDEA	SO 25	0	3	6	0	11	0	1	0	21
FVAA	NE 03	0	0	1	0	0	0	0	0	1
GJQR	NM 01	0	1	1	0	0	0	0	0	2
HBCA	SW 11	0	0	0	0	0	0	1	0	1
IPXA	SO 01	0	2	2	0	60	0	0	0	64
JJBA	EA 01	0	0	1	0	0	0	0	0	1
K3HA	EA 25	0	0	2	0	1	0	0	0	3
KKYA	NE 03	0	0	1	0	0	0	0	0	1
KT3R	WP 07	0	0	0	0	2	0	0	0	2

OPERATOR DESIGNATOR	DISTRICT OFFICE	SDR TOTALS BY FAA ATA SYSTEM CHAPTER								TOTAL
		11-18	21-29	30-38	45-49	51-57	61-67	71-79	80-85	
LJEA	NM 09	0	3	0	0	0	0	0	0	3
MALA	GL 15	0	3	9	0	0	0	0	0	12
MASA	SW 07	1	1	8	0	3	0	0	0	13
MEJA	SW 17	0	0	0	0	1	0	0	0	1
MWEA	GL 31	0	5	2	0	3	0	0	0	10
NWAA	GL 01	0	6	20	0	23	0	3	0	52
ORJA	WP 11	0	0	1	0	0	0	0	0	1
P2EA	CE 05	0	0	1	0	1	0	0	0	2
P5CA	WP 23	0	0	2	0	6	0	0	0	8
P8NA	SO 19	0	0	0	0	1	0	0	0	1
PNSA	AL 03	0	0	3	0	0	0	1	1	5
QXEA	NM 09	0	3	8	0	1	2	0	0	14
RAAA	AL 03	0	0	4	0	1	0	0	0	5
RAIA	CE 03	0	0	1	0	0	0	0	0	1
REXA	SO 25	0	1	5	0	0	0	4	0	10
RIVA	SO 17	0	1	2	0	0	0	0	0	3
RMXA	SW 05	0	1	0	0	0	0	0	0	1
RRXA	WP 15	0	0	1	0	2	0	0	0	3
RYNA	CE 07	0	3	0	0	0	0	0	0	3
SIMA	SW 21	0	1	4	0	1	0	0	0	6
SWAA	SW 07	0	3	1	0	23	0	0	0	27
SWIA	NM 07	0	0	2	0	0	0	0	0	2
TAOA	EA 15	0	1	2	0	0	0	0	0	3
TC8A	GL 23	0	1	1	0	0	0	0	0	2
TSAA	WP 13	0	0	0	0	1	0	0	0	1
TWAA	CE 05	0	0	1	0	1	0	0	0	2
TWRA	EA 15	0	0	3	0	0	0	0	0	3

OPERATOR DESIGNATOR	DISTRICT OFFICE	SDR TOTALS BY FAA ATA SYSTEM CHAPTER								TOTAL
		11-18	21-29	30-38	45-49	51-57	61-67	71-79	80-85	
UO2R	GL 19	0	0	1	0	0	0	0	0	1
USAA	EA 19	0	0	0	0	14	0	0	0	14
VJ6A	SO 11	0	2	0	0	0	0	1	0	3
VLLA	GL 05	0	0	0	0	0	0	0	1	1
VNAA	GL 07	0	0	2	0	0	0	0	0	2
VTZA	EA 27	0	5	7	0	2	2	1	0	17
W8PA	NM 03	0	1	3	0	0	0	0	0	4
WTAA	WP 17	0	0	0	0	2	0	0	0	2
WWMA	WP 15	0	3	7	0	0	0	0	0	10
TOTALS		1	105	240	3	339	11	36	10	745

(End of AIR CARRIER SUMMARY INDEX by OPERATOR Report)

AIR CARRIER SUMMARY INDEX by MANUFACTURER MAKE and MODEL**1/11/98 To 1/17/98 ISSUE: 98-03 ZAC-326**

AIRCRAFT MAKE	AIRCRAFT MODEL	SDR TOTALS BY FAA ATA SYSTEM CHAPTER								TOTAL
		11-18	21-29	30-38	45-49	51-57	61-67	71-79	80-85	
		0	0	0	0	0	0	5	0	5
AEROSP	ATR42300	0	0	3	0	1	0	0	0	4
AEROSP	ATR42300	0	0	0	0	0	0	1	0	1
AEROSP	ATR72212	0	1	1	0	0	0	0	0	2
AIRBUS	A300B4203	0	0	0	0	1	0	0	0	1
AIRBUS	A300B4605R	0	1	0	0	25	0	0	0	26
AIRBUS	A310203	0	1	0	0	0	0	0	0	1
AIRBUS	A310222	0	0	0	0	1	0	0	0	1
AIRBUS	A320211	0	3	1	0	0	0	0	0	4
AIRBUS	A320212	0	1	21	0	2	0	0	0	24
AIRBUS	A320214	0	3	0	0	0	0	0	0	3
AIRBUS	A320231	0	1	1	0	0	0	0	0	2
AMD	FALCON200	0	0	1	0	0	0	0	0	1
AMD	FALCON900	0	0	1	0	0	0	0	0	1
BAC	146100A	0	1	0	0	0	0	0	0	1
BAC	146200A	0	2	2	0	0	0	0	0	4
BAC	AVRO146RJ85A	0	2	0	0	0	0	0	0	2
BAG	BAE146300A	0	0	0	0	10	0	1	0	11
BAG	JETSTM3101	0	3	2	0	0	0	1	0	6
BAG	JETSTM3201	0	1	2	0	0	1	0	0	4
BEECH	100BEECH	0	0	0	0	1	0	2	0	3
BEECH	1900D	1	0	3	0	3	0	0	0	7
BEECH	1900D	0	0	1	0	0	0	0	0	1
BEECH	200BEECH	0	0	1	0	0	0	0	0	1
BEECH	300BEECH	0	0	0	0	0	1	0	0	1
BEECH	B200	0	1	0	0	0	0	0	0	1
BEECH	B300	0	0	1	0	0	0	0	0	1

AIRCRAFT MAKE	AIRCRAFT MODEL	SDR TOTALS BY FAA ATA SYSTEM CHAPTER								TOTAL
		11-18	21-29	30-38	45-49	51-57	61-67	71-79	80-85	
BEECH	F33A	0	0	0	0	0	0	0	1	1
BOEING	727212	0	1	0	0	0	0	0	0	1
BOEING	72722	0	0	1	0	8	0	0	0	9
BOEING	727223	0	0	1	0	28	0	0	0	29
BOEING	727224	0	1	0	0	0	0	0	0	1
BOEING	727225	0	0	2	0	2	0	0	0	4
BOEING	727227	0	0	1	0	18	0	1	0	20
BOEING	72722C	0	0	3	0	22	0	0	0	25
BOEING	727231	0	0	0	0	1	0	0	0	1
BOEING	727232	0	1	7	0	9	0	2	0	19
BOEING	727233	0	2	3	0	0	0	0	0	5
BOEING	727247	0	0	0	0	3	0	1	0	4
BOEING	72725	0	0	0	0	1	0	0	0	1
BOEING	727251	0	2	0	0	0	0	0	0	2
BOEING	727251	0	0	0	0	2	0	0	0	2
BOEING	727254	0	1	1	0	0	0	0	0	2
BOEING	72725C	0	0	2	0	0	0	0	0	2
BOEING	72727C	0	0	1	0	0	0	0	0	1
BOEING	727282	0	0	2	0	0	0	0	0	2
BOEING	727290	0	1	0	0	0	0	0	0	1
BOEING	7272A1	0	0	0	0	5	0	0	0	5
BOEING	7272S2F	0	0	0	0	1	0	0	0	1
BOEING	72731C	0	1	0	0	0	0	0	0	1
BOEING	72751C	0	0	1	0	0	0	0	0	1
BOEING	737201	0	0	0	0	5	0	0	0	5
BOEING	737210C	0	1	1	0	0	0	0	0	2
BOEING	737217	0	1	1	0	0	0	0	0	2

AIRCRAFT MAKE	AIRCRAFT MODEL	SDR TOTALS BY FAA ATA SYSTEM CHAPTER								TOTAL
		11-18	21-29	30-38	45-49	51-57	61-67	71-79	80-85	
BOEING	737222	0	0	0	0	1	0	0	0	1
BOEING	737230C	0	0	0	0	1	0	0	0	1
BOEING	737277	0	0	0	0	3	0	0	0	3
BOEING	737290C	0	0	3	0	1	0	0	0	4
BOEING	737297	0	0	3	0	0	0	0	0	3
BOEING	737298C	0	0	2	0	0	0	0	0	2
BOEING	7372H4	0	1	1	0	17	0	0	0	19
BOEING	7372H5	0	0	2	0	0	0	0	0	2
BOEING	7372S3	0	0	0	0	1	0	0	0	1
BOEING	7372T4	0	0	0	0	1	0	0	0	1
BOEING	7372X6C	0	0	0	1	9	0	0	0	10
BOEING	737301	0	1	0	0	0	0	0	0	1
BOEING	73733A	0	0	1	0	0	0	0	0	1
BOEING	73733A	0	1	2	0	1	0	0	0	4
BOEING	737376	0	0	0	0	1	0	0	0	1
BOEING	737377	0	1	0	0	6	0	0	0	7
BOEING	7373A4	0	1	0	0	0	0	0	0	1
BOEING	7373G7	0	0	0	0	1	0	0	0	1
BOEING	7373H4	0	1	0	0	5	0	0	0	6
BOEING	7373K9	0	0	1	0	0	0	0	0	1
BOEING	7373Q8	0	0	2	0	0	0	0	0	2
BOEING	7373T0	0	1	2	0	0	0	0	0	3
BOEING	7373Y0	0	0	1	0	0	0	0	0	1
BOEING	737490	0	0	0	0	1	0	0	0	1
BOEING	7374Q8	0	0	3	0	0	0	0	0	3
BOEING	7374S3	0	0	2	0	0	0	0	0	2
BOEING	747121	0	0	1	0	0	0	0	0	1

AIRCRAFT MAKE	AIRCRAFT MODEL	SDR TOTALS BY FAA ATA SYSTEM CHAPTER								TOTAL
		11-18	21-29	30-38	45-49	51-57	61-67	71-79	80-85	
BOEING	747122	0	0	1	0	6	0	0	0	7
BOEING	747132	0	0	1	0	0	0	0	0	1
BOEING	747151	0	0	1	0	0	0	0	0	1
BOEING	747251B	0	0	1	0	4	0	0	0	5
BOEING	747251F	0	0	0	0	0	0	1	0	1
BOEING	747282B	0	0	2	0	0	0	0	0	2
BOEING	747312	0	2	0	0	5	0	0	0	7
BOEING	747338	0	1	0	0	0	0	0	0	1
BOEING	747438	0	1	0	0	0	0	0	0	1
BOEING	757223	0	0	2	0	0	0	0	0	2
BOEING	757225	0	0	0	0	9	0	0	0	9
BOEING	757236	0	0	0	1	0	0	0	0	1
BOEING	757251	0	0	0	0	1	0	0	0	1
BOEING	757260PF	0	0	1	0	0	0	0	0	1
BOEING	75728A	0	1	0	0	0	0	0	0	1
BOEING	7572G7	0	0	1	0	0	0	0	0	1
BOEING	7572S7	0	0	1	0	0	0	0	0	1
BOEING	767204	0	1	0	0	0	0	0	0	1
BOEING	767223	0	1	5	0	0	0	0	0	6
BOEING	767323	0	4	5	0	0	0	0	0	9
BOEING	767332	0	1	4	0	0	0	0	0	5
CESSNA	172R	0	3	0	0	0	0	0	0	3
CESSNA	172RG	0	0	1	0	0	0	0	0	1
CESSNA	180H	0	0	0	0	0	0	1	0	1
CESSNA	182N	0	0	0	0	0	0	1	0	1
CESSNA	402B	0	0	0	0	0	0	1	0	1
CESSNA	441	0	0	1	0	0	0	0	0	1

AIRCRAFT MAKE	AIRCRAFT MODEL	SDR TOTALS BY FAA ATA SYSTEM CHAPTER								TOTAL
		11-18	21-29	30-38	45-49	51-57	61-67	71-79	80-85	
CESSNA	650	0	1	0	0	0	0	0	0	1
CESSNA	A185F	0	0	0	0	0	0	0	1	1
CNDAIR	CL2151A10	0	0	0	0	1	0	0	0	1
CNDAIR	CL6002B19	0	3	2	0	0	0	0	0	5
CVAC	34031	0	0	1	0	0	0	0	0	1
DHAV	DHC2MK1	0	1	0	0	0	0	0	1	2
DHAV	DHC6100	0	1	0	0	0	0	0	0	1
DHAV	DHC6200	0	0	0	0	0	0	1	0	1
DHAV	DHC6300	0	1	0	0	0	1	0	0	2
DHAV	DHC7*	0	0	0	0	1	0	0	0	1
DHAV	DHC7102	0	0	0	0	2	0	0	0	2
DHAV	DHC8102	0	1	10	0	1	1	1	0	14
DHAV	DHC8102	0	3	2	0	0	0	0	0	5
DHAV	DHC8202	0	2	8	0	0	1	0	0	11
DHAV	DHC8301	0	1	0	0	0	1	0	0	2
DHAV	DHC8301	0	0	1	0	0	0	0	0	1
DHAV	DHC8311	0	0	1	0	1	0	1	0	3
DORNER	DO328100	0	0	2	0	0	0	0	0	2
DOUG	C54GDC	0	0	0	0	0	0	0	1	1
DOUG	DC1010	0	2	0	0	1	0	0	0	3
DOUG	DC1040	0	0	0	0	0	0	2	0	2
DOUG	DC3	0	0	0	0	0	0	0	1	1
DOUG	DC3C	0	0	0	0	0	0	0	1	1
DOUG	DC6A	0	0	0	0	0	0	0	1	1
DOUG	DC861	0	0	0	0	1	0	0	0	1
DOUG	DC862	0	1	0	0	0	0	1	0	2
DOUG	DC862F	0	0	0	0	1	0	0	0	1

AIRCRAFT MAKE	AIRCRAFT MODEL	SDR TOTALS BY FAA ATA SYSTEM CHAPTER								TOTAL
		11-18	21-29	30-38	45-49	51-57	61-67	71-79	80-85	
DOUG	DC863F	0	0	1	0	0	0	0	0	1
DOUG	DC871F	0	1	0	0	1	0	0	0	2
DOUG	DC873	0	0	1	0	0	0	0	0	1
DOUG	DC873F	0	0	0	0	34	0	0	0	34
DOUG	DC8F55	0	1	1	0	0	0	0	0	2
DOUG	DC914	0	0	2	0	1	0	0	0	3
DOUG	DC931	0	3	9	0	7	0	0	0	19
DOUG	DC932	0	10	6	0	7	0	1	0	24
DOUG	DC941	0	0	0	0	12	0	0	0	12
DOUG	DC951	0	0	3	0	6	0	0	0	9
DOUG	DC982	0	0	16	0	3	0	1	0	20
DOUG	DC983	0	0	12	0	1	0	0	0	13
DOUG	DC987	0	0	1	0	0	0	0	0	1
DOUG	MD11	0	0	1	0	12	0	0	0	13
DOUG	MD11F	0	1	0	0	0	0	0	0	1
DOUG	MD88	0	1	1	1	0	0	0	0	3
DOUG	MD9030	0	1	0	0	0	0	0	0	1
EMB	EMB120ER	0	0	2	0	0	0	0	0	2
EMB	EMB120RT	0	0	7	0	16	1	0	0	24
EMB	EMB145	0	0	0	0	0	0	2	0	2
FOKKER	F28MK0100	0	2	0	0	0	0	0	0	2
FOKKER	F28MK1000	0	0	0	0	1	0	0	0	1
FOKKER	F28MK4000	0	1	5	0	1	0	0	0	7
FOKKER	F28MK4000	0	1	0	0	0	0	0	0	1
HWKSLY	DH1251A	0	0	0	0	0	0	1	0	1
JETAIR	JETSTM4101	0	4	6	0	2	1	1	0	14
LKHEED	1011385114	0	0	1	0	0	0	0	0	1

AIRCRAFT MAKE	AIRCRAFT MODEL	11-18	21-29	SDR TOTALS BY FAA ATA SYSTEM CHAPTER				71-79	80-85	TOTAL
				30-38	45-49	51-57	61-67			
LKHEED	1011385115	0	1	0	0	0	0	0	0	1
LKHEED	10113853	0	0	0	0	0	0	1	0	1
LKHEED	188C	0	0	1	0	0	0	0	0	1
LKHEED	C121C	0	0	0	0	0	0	0	1	1
PIPER	PA23250	0	1	0	0	0	0	0	0	1
PIPER	PA28R200	0	0	1	0	0	0	0	0	1
PIPER	PA31350	0	0	1	0	0	0	0	1	2
PIPER	PA31T	0	0	0	0	0	1	0	0	1
PIPER	PA32301	0	0	1	0	0	0	0	1	2
SAAB	340B	0	4	8	0	0	0	1	0	13
SAAB	SF340A	0	0	4	0	0	0	2	0	6
SWRNGN	SA226AT	0	0	0	0	1	0	0	0	1
SWRNGN	SA226TC	0	1	0	0	0	0	1	0	2
SWRNGN	SA227AC	0	0	1	0	0	0	1	0	2
SWRNGN	SA227AC	0	0	0	0	0	2	0	0	2
SWRNGN	SA227AT	0	0	0	0	1	0	0	0	1
WSK	M18DROMADER	0	0	0	0	1	0	0	0	1
TOTALS		1	105	240	3	339	11	36	10	745

(End of AIR CARRIER SUMMARY INDEX by OPERATOR Report)

THIS WEEKS PARTICIPANTS BY OPERATOR DESIGNATOR**1/11/98 To 1/17/98 ISSUE: 98-03 ZAC-326**

<u>OPER. DESIG.</u>	<u>OPERATOR NAME</u>	<u>FAA DIST. OFF.</u>
A6WA	AIR WISCONSIN AIRLINES CORPORATION	GL31
AALA	AMERICAN AIRLINES INC	SW07
ABXA	ABX AIR INC	GL23
ARWA	ARROW AIR INC	SO19
ASAA	ALASKA AIRLINES INC	NM01
AWXA	AMERICA WEST AIRLINES INC	WP28
C2XA	CONTINENTAL EXPRESS INC	SW09
CALA	CONTINENTAL AIRLINES INC	SW09
COMA	COMAIR INC	SO01
CX7A	CHICAGO EXPRESS AIRLINES INC	GL03
DALA	DELTA AIR LINES INC	SO27
E9WA	EASTWIND AIRLINES INC	SO05
EISA	EXPRESS ONE INTERNATIONAL INC	SW07
F3LA	FRONTIER AIRLINES INC	NM03
FDEA	FEDERAL EXPRESS CORP	SO25
GJOR	WEYERHAEUSER CO	NM01
IPXA	UNITED PARCEL SERVICE CO	SO01
JJBA	CHAMPLAIN ENTERPRISES INC	EA01
K3HA	KIWI INTERNATIONAL AIRLINES	EA25
KT3R	GORDON B HAMILTON CO	WP07
MALA	MESABA AVIATION INC	GL15
MASA	MESA AIR GROUP INC	SW07
MEJA	MERLIN EXPRESS INC	SW17
MWEA	MIDWEST EXPRESS AIRLINES INC	GL31
NWAA	NORTHWEST AIRLINES INC	GL01
ORJA	RENO AIR INC	WP11
P2EA	VANGUARD AIRLINES INC	CE05
P5CA	POLAR AIR CARGO INC	WP23
P8NA	PAN AMERICAN WORLD AIRWAYS INC	SO19
PNSA	PENINSULA AIRWAYS INC	AL03
QXEA	HORIZON AIR INDUSTRIES INC	NM09
RAAA	REEVE ALEUTIAN AIRWAYS INC	AL03
RAIA	TRANS STATES AIRLINES INC	CE03
REXA	EXPRESS AIRLINES I INC	SO25
RIVA	CARNIVAL AIR LINES INC	SO17
RRXA	EMERY WORLDWIDE AIRLINES INC	WP15

<u>OPER. DESIG.</u>	<u>OPERATOR NAME</u>	<u>FAA DIST. OFF.</u>
RYNA	RYAN INTERNATIONAL AIRLINES INC	CE07
SIMA	SIMMONS AIRLINES INC	SW21
SWAA	SOUTHWEST AIRLINES CO	SW07
SWIA	SKYWEST AIRLINES INC	NM07
TAOA	SHUTTLE INC	EA15
TC8A	TRANS CONTINENTAL AIRLINES INC	GL23
TSAA	ALOHA AIRLINES INC	WP13
TWAA	TRANS WORLD AIRLINES INC	CE05
TWRA	TOWER AIR INC	EA15
UO2R	CFC AVIATION SERVICES LIMITED PARTN	GL19
USAA	USAIR INC	EA19
VJ6A	VALUJET AIRLINES INC	SO11
VLLA	MIAMI VALLEY AVIATION INC	GL05
VNAA	PSA AIRLINES INC	GL07
VTZA	ATLANTIC COAST AIRLINES	EA27
W8PA	WESTERN PACIFIC AIRLINES INC	NM03
WTAA	WESTAIR COMMUTER AIRLINES INC	WP17
WWMA	WINGS WEST AIRLINES INC	WP15
(End of THIS WEEKS PARTICIPANTS BY OPERATOR DESIGNATOR Report)		

JOINT AIRCRAFT SYSTEM/COMPONENT CODE TABLE

PREFACE

The Joint Aircraft System/Component (JASC) Code Table is a modified version of the Air Transport Association of America (ATA), Specification 100 code. It was developed by the Federal Aviation Administration's (FAA), Aviation Data Systems Branch (AFS-620). Technical support was provided by the Galaxy Scientific Corporation, and various representatives of the air carrier and general aviation community.

Over the past four years, the JASC format of the ATA Spec 100 code has gained widespread industry acceptance. In a harmonized effort, the FAA's counterparts in Australia and Canada have adopted the JASC code with only a few exceptions. Some Canadian aircraft manufacturers have also recently adopted this new standard.

This code table is constructed by using the new JASC four (4) digit code, along with an abbreviated code title. The abbreviated titles have been modified in some cases to clarify the intended use of the accompanying code. This table can be used as a quick reference chart, to assist in the coding and review of aircraft structures or systems data (i.e., Service Difficulty Report (SDR), Accident/Incident Report).

The current coding scheme used in the JASC code was introduced in May 1991, for the technical classification of SDR's. Its predecessor, the FAA aircraft system/component code, was a similar but more complex eight-digit code which was developed over 25 years ago. It was constructed around the computer technology of that period. It consisted of a four digit numerical code plus a four alpha character code to make data retrieval possible. Since that time, computer technology has advanced many fold. Reducing the code from eight to four characters simplifies coding, and in some cases, makes JASC coding match the ATA Specification 100 first three digits, which are used to identify aircraft systems. The ATA code does not reference the fourth digit, so it is free to be used for identifying components.

The JASC code aircraft structural section has increased due to problems inherent with aging aircraft. As an example, FAA code 5301 SXBD was expanded to 20 items due to the high rate of reporting in this area (8021 structural reports were received in 1989). In some instances, there was very little reporting and codes were combined into other systems if the safety impact was not significant. The overall reduction in codes has been from 568 FAA codes to 488 JASC codes, with the significant increase being in the structural area as stated earlier.

The JASC code divides the engine section into two major code groups to separate the turbine and reciprocating engines. The codes for the turbine engines are in JASC Chapter 72, Turbine/Turboprop Engine. The codes for the reciprocating engines are now exclusively found in JASC Chapter 85, Reciprocating Engine.

The other major deviation from ATA Spec 100 is in ATA section 2730, specifically involves the stall warning system. Early technology (primarily on smaller aircraft) directly linked the sensing of flight attitude to one of the components which furnished the means of manually controlling the flight attitude characteristics (elevator). Today, most large transport category aircraft utilize electronic units to sense the change in the environmental condition called stall, and use the data to influence navigation. ATA section 3410, Flight Environment Data, includes high speed warning in its code definition. Stall warning (low speed) is the reciprocal term of high speed warning, so its filing under the same code appears more logical. Thus, with the JASC code it was decided to move the stall warning system to Chapter 34 under the separate code JASC code 3418, Stall Warning System.

The FAA is continuing to pursue worldwide involvement from operators and manufacturers in addressing the need for international standardization of aircraft system/component codes. The ultimate goal is to develop a universal aircraft/component numbering standard which can be used in the manufacturer's maintenance manual, wiring diagram manual, system manuals and illustrated parts catalog. This harmonized standard must be a usable standard for the aircraft manufacturers, air carrier operators and the general aviation community.

We welcome comments and feedback regarding the possible forming of working groups to achieve this long range consideration of possibly harmonizing the ATA Specification 100 code and the JASC code. Comments may be directed to the FAA, Aviation Data Sytem Branch, AFS-620, P.O. Box 25082, Oklahoma City, OK 73125.

JOINT AIRCRAFT SYSTEM/COMPONENT CODE TABLE

JASC/ TITLE

11 PLACARDS AND MARKINGS

1100 PLACARDS AND MARKINGS

12 SERVICING

1210 FUEL SERVICING
1220 OIL SERVICING
1230 HYDRAULIC FLUID SERVICING
1240 COOLANT SERVICING

18 HELICOPTER VIBRATION

1800 HELICOPTER VIB/NOISE ANALYSIS
1810 HELICOPTER VIBRATION ANALYSIS
1820 HELICOPTER NOISE ANALYSIS

21 AIR CONDITIONING

2100 AIR CONDITIONING SYSTEM
2110 CABIN COMPRESSOR SYSTEM
2120 AIR DISTRIBUTION SYSTEM
2121 AIR DISTRIBUTION FAN
2130 CABIN PRESSURE CONTROL SYSTEM
2131 CABIN PRESSURE CONTROLLER
2132 CABIN PRESSURE INDICATOR
2133 PRESSURE REGUL/OUTFLOW VALVE
2134 CABIN PRESSURE SENSOR
2140 HEATING SYSTEM
2150 CABIN COOLING SYSTEM
2160 CABIN TEMPERATURE CONTROL SYSTEM
2161 CABIN TEMPERATURE CONTROLLER
2162 CABIN TEMPERATURE INDICATOR
2163 CABIN TEMPERATURE SENSOR
2170 HUMIDITY CONTROL SYSTEM

22 AUTO FLIGHT

2200 AUTO FLIGHT SYSTEM
2210 AUTOPILOT SYSTEM
2211 AUTOPILOT COMPUTER
2212 ALTITUDE CONTROLLER
2213 FLIGHT CONTROLLER
2214 AUTOPILOT TRIM INDICATOR
2215 AUTOPILOT MAIN SERVO
2216 AUTOPILOT TRIM SERVO
2220 SPEED-ATTITUDE CORRECT. SYSTEM
2230 AUTO THROTTLE SYSTEM
2250 AERODYNAMIC LOAD ALLEVIATING

23 COMMUNICATIONS

2300 COMMUNICATIONS SYSTEM
2310 HF COMMUNICATION SYSTEM
2311 UHF COMMUNICATION SYSTEM
2312 VHF COMMUNICATION SYSTEM
2320 DATA TRANSMISSION AUTO CALL
2330 ENTERTAINMENT SYSTEM
2340 INTERPHONE & PA SYSTEM
2350 AUDIO INTEGRATING SYSTEM
2360 STATIC DISCHARGE SYSTEM
2370 AUDIO/VIDEO MONITORING

24 ELECTRICAL POWER

2400 ELECTRICAL POWER SYSTEM
2410 ALTERNATOR-GENERATOR DRIVE
2420 AC GENERATION SYSTEM
2421 AC GENERATOR-ALTERNATOR
2422 AC INVERTER
2423 PHASE ADAPTER

24 ELECTRICAL POWER CONT'D

2424 AC REGULATOR
2425 AC INDICATING SYSTEM
2430 DC GENERATING SYSTEM
2431 BATTERY OVERHEAT WARN. SYSTEM
2432 BATTERY/CHARGER SYSTEM
2433 DC RECTIFIER-CONVERTER
2434 DC GENERATOR-ALTERNATOR
2435 STARTER-GENERATOR
2436 DC REGULATOR
2437 DC INDICATING SYSTEM
2440 EXTERNAL POWER SYSTEM
2450 AC POWER DISTRIBUTION SYSTEM
2460 DC POWER/DISTRIBUTION SYSTEM

25 EQUIPMENT/FURNISHINGS

2500 CABIN EQUIPMENT/FURNISHINGS
2510 FLIGHT COMPARTMENT EQUIPMENT
2520 PASSENGER COMPARTMENT EQUIPMENT
2530 BUFFET/GALLEYS
2540 LAVATORIES
2550 CARGO COMPARTMENTS
2551 AGRICULTURAL SPRAY SYSTEM
2560 EMERGENCY EQUIPMENT
2561 LIFE JACKET
2562 EMERGENCY LOCATOR BEACON
2563 PARACHUTE
2564 LIFE RAFT
2565 ESCAPE SLIDE
2570 ACCESSORY COMPARTMENT
2571 BATTERY BOX STRUCTURE
2572 ELECTRONIC SHELF SECTION

26 FIRE PROTECTION

2600 FIRE PROTECTION SYSTEM
2610 DETECTION SYSTEM
2611 SMOKE DETECTION
2612 FIRE DETECTION
2613 OVERHEAT DETECTION
2620 EXTINGUISHING SYSTEM
2621 FIRE BOTTLE, FIXED
2622 FIRE BOTTLE, PORTABLE

27 FLIGHT CONTROLS

2700 FLIGHT CONTROL SYSTEM
2701 CONTROL COLUMN SECTION
2710 AILERON CONTROL SYSTEM
2711 AILERON TAB CONTROL SYSTEM
2720 RUDDER CONTROL SYSTEM
2721 RUDDER TAB CONTROL SYSTEM
2722 RUDDER ACTUATOR
2730 ELEVATOR CONTROL SYSTEM
2731 ELEVATOR TAB CONTROL SYSTEM
2740 STABILIZER CONTROL SYSTEM
2741 STABILIZER POSITION INDICATING
2742 STABILIZER ACTUATOR
2750 TE FLAP CONTROL SYSTEM
2751 TE FLAP POSITION IND. SYSTEM
2752 TE FLAP ACTUATOR
2760 DRAG CONTROL SYSTEM
2761 DRAG CONTROL ACTUATOR
2770 GUST LOCK/DAMPER SYSTEM
2780 LE FLAP CONTROL SYSTEM
2781 LE FLAP POSITION IND. SYSTEM
2782 LE FLAP ACTUATOR

28 FUEL

2800 AIRCRAFT FUEL SYSTEM
2810 FUEL STORAGE
2820 ACFT FUEL DISTRIB. SYSTEM
2821 ACFT FUEL FILTER/STRAINER
2822 FUEL BOOST PUMP
2823 FUEL SELECTOR/SHUTOFF VALVE
2824 FUEL TRANSFER VALVE
2830 FUEL DUMP SYSTEM
2840 ACFT FUEL INDICATING
2841 FUEL QUANTITY INDICATOR
2842 FUEL QUANTITY SENSOR
2843 FUEL TEMPERATURE INDICATING
2844 FUEL PRESSURE INDICATOR

29 HYDRAULIC POWER

2900 HYDRAULIC POWER SYSTEM
2910 HYDRAULIC, MAIN SYSTEM
2911 HYDRAULIC POWER-ACCUMULATOR-MAIN
2912 HYDRAULIC FILTER-MAIN SYSTEM
2913 HYDRAULIC PUMP. ELECT-ENG.-MAIN
2914 HYDRAULIC HANDPUMP-MAIN
2915 HYDRAULIC PRESSURE RELIEF VLV-MAIN
2916 HYDRAULIC RESERVOIR-MAIN
2917 HYDRAULIC PRESSURE REGULATOR-MAIN
2920 HYDRAULIC, AUXILIARY SYSTEM
2921 HYDRAULIC ACCUMULATOR-AUXILIARY
2922 HYDRAULIC FILTER-AUXILIARY
2923 HYDRAULIC PUMP-AUXILIARY
2925 HYDRAULIC PRESSURE RELIEF-AUXILIARY
2926 HYDRAULIC RESERVOIR-AUXILIARY
2927 HYDRAULIC PRESSURE REGULATOR-AUX.
2930 HYDRAULIC SYSTEM INDICATING
2931 HYDRAULIC PRESSURE INDICATOR
2932 HYDRAULIC PRESSURE SENSOR
2933 HYDRAULIC QUANTITY INDICATOR
2934 HYDRAULIC QUANTITY SENSOR

30 ICE AND RAIN PROTECTION

3000 ICE/RAIN PROTECTION SYSTEM
3010 AIRFOIL ANTI/DE-ICE SYSTEM
3020 AIR INTAKE ANTI/DE-ICE SYSTEM
3030 PITOT/STATIC ANTI-ICE SYSTEM
3040 WINDSHIELD/DOOR RAIN/ICE REMOVAL
3050 ANTENNA/RADOME ANTI-ICE/DE-ICE SYSTEM
3060 PROP/ROTOR ANTI-ICE/DE-ICE SYSTEM
3070 WATER LINE ANTI-ICE SYSTEM
3080 ICE DETECTION

31 INSTRUMENTS

3100 INDICATING/RECORDING SYSTEM
3110 INSTRUMENT PANEL
3120 INDEPENDENT INSTRUMENTS (CLOCK, ETC.)
3130 DATA RECORDERS (FLT/MAINT)
3140 CENTRAL COMPUTERS (EICAS)
3150 CENTRAL WARNING
3160 CENTRAL DISPLAY
3170 AUTOMATIC DATA

32 LANDING GEAR

3200 LANDING GEAR SYSTEM
3201 LANDING GEAR/WHEEL FAIRING
3210 MAIN LANDING GEAR
3211 MAIN LANDING GEAR ATTACH SECTION
3212 EMERGENCY FLOTATION SECTION
3213 MAIN LANDING GEAR STRUT/AXLE/TRUCK
3220 NOSE/TAIL LANDING GEAR
3221 NOSE/TAIL LANDING GEAR ATTACH SECTION
3222 NOSE/TAIL LANDING GEAR STRUT/AXLE
3230 LANDING GEAR RETRACT/EXT. SYSTEM
3231 LANDING GEAR DOOR RETRACT SECTION
3232 LANDING GEAR DOOR ACTUATOR
3233 LANDING GEAR ACTUATOR
3234 LANDING GEAR SELECTOR
3240 LANDING GEAR BRAKE SYSTEM
3241 BRAKE ANTI-SKID SECTION
3242 BRAKE
3243 MASTER CYL/BRAKE VALVE
3244 TIRE
3245 TIRE TUBE
3246 WHEEL/SKI/FLOAT
3250 LANDING GEAR STEERING SYSTEM
3251 STEERING UNIT
3252 SHIMMY DAMPER
3260 LANDING GEAR POSITION & WARNING
3270 AUXILIARY GEAR (TAIL SKID)

33 LIGHTS

3300 LIGHTING SYSTEM
3310 FLIGHT COMPARTMENT LIGHTING
3320 PASSENGER COMPARTMENT LIGHTING
3330 CARGO COMPARTMENT LIGHTING
3340 EXTERIOR LIGHTING
3350 EMERGENCY LIGHTING

34 NAVIGATION

3400 NAVIGATION SYSTEM
3410 FLIGHT ENVIRONMENT DATA
3411 PITOT/STATIC SYSTEM
3412 OUTSIDE AIR TEMP. IND./SENSOR
3413 RATE OF CLIMB INDICATOR
3414 AIRSPEED/MACH INDICATING
3415 HIGH SPEED WARNING
3416 ALTIMETER, BAROMETRIC/ENCODER

34 NAVIGATION CONT'D

3417 AIR DATA COMPUTER
3418 STALL WARNING SYSTEM
3420 ATTITUDE AND DIRECTION DATA SYSTEM
3421 ATTITUDE GYRO & IND. SYSTEM
3422 DIRECTIONAL GYRO & IND. SYSTEM
3423 MAGNETIC COMPASS
3424 TURN & BANK/RATE OF TURN INDICATOR
3425 INTEGRATED FLT. DIRECTOR SYSTEM
3430 LANDING & TAXI AIDS
3431 LOCALIZER/VOR SYSTEM
3432 GLIDE SLOPE SYSTEM
3433 MICROWAVE LANDING SYSTEM
3434 MARKER BEACON SYSTEM
3435 HEADS UP DISPLAY SYSTEM
3436 WIND SHEAR DETECTION SYSTEM
3440 INDEPENDENT POS. DETERMINING SYSTEM
3441 INERTIAL GUIDANCE SYSTEM
3442 WEATHER RADAR SYSTEM
3443 DOPPLER SYSTEM
3444 GROUND PROXIMITY SYSTEM
3445 AIR COLLISION AVOIDANCE SYSTEM (TCAS)
3446 NON RADAR WEATHER SYSTEM
3450 DEPENDENT POSITION DETERMINING SYSTEM
3451 DME/TACAN SYSTEM
3452 ATC TRANSPONDER SYSTEM
3453 LORAN SYSTEM
3454 VOR SYSTEM
3455 ADF SYSTEM
3456 OMEGA NAVIGATION SYSTEM
3457 GLOBAL POSITIONING SYSTEM
3460 FLIGHT MANAGE. COMPUTING SYSTEM

35 OXYGEN

3500 OXYGEN SYSTEM
3510 CREW OXYGEN SYSTEM
3520 PASSENGER OXYGEN SYSTEM
3530 PORTABLE OXYGEN SYSTEM

36 PNEUMATIC

3600 PNEUMATIC SYSTEM
3610 PNEUMATIC DISTRIBUTION SYSTEM
3620 PNEUMATIC INDICATING SYSTEM

37 VACUUM

3700 VACUUM SYSTEM
3710 VACUUM DISTRIBUTION SYSTEM
3720 VACUUM INDICATING SYSTEM

38 WATER/WASTE

3800 WATER & WASTE SYSTEM
3810 POTABLE WATER SYSTEM
3820 WASH WATER SYSTEM
3830 WASTE DISPOSAL SYSTEM
3840 AIR SUPPLY (WATER PRESS. SYSTEM)

45 CENTRAL MAINT. SYSTEM

4500 CENTRAL MAINT. COMPUTER

49 AIRBORNE AUXILIARY POWER

4900 AIRBORNE APU SYSTEM
4910 APU COWLING/CONTAINMENT
4920 APU CORE ENGINE
4930 APU ENGINE FUEL & CONTROL
4940 APU START/IGNITION SYSTEM
4950 APU BLEED AIR SYSTEM
4960 APU CONTROLS
4970 APU INDICATING SYSTEM
4980 APU EXHAUST SYSTEM
4990 APU OIL SYSTEM

51 STANDARD PRACTICES/STRUCTURES

5100 STANDARD PRACTICES/STRUCTURES
5101 AIRCRAFT STRUCTURES
5102 BALLOON REPORTS

52 DOORS

5200 DOORS
5210 PASSENGER/CREW DOORS
5220 EMERGENCY EXIT
5230 CARGO/BAGGAGE DOORS
5240 SERVICE DOORS
5241 GALLEY DOORS
5242 E/E COMPARTMENT DOORS
5243 HYDRAULIC COMPARTMENT DOORS
5244 ACCESSORY COMPARTMENT DOORS
5245 AIR CONDITIONING COMPART. DOORS
5246 FLUID SERVICE DOORS

5247 APU DOORS
5248 TAIL CONE DOORS
5250 FIXED INNER DOORS
5260 ENTRANCE STAIRS
5270 DOOR WARNING SYSTEM
5280 LANDING GEAR DOORS

53 FUSELAGE

5300 FUSELAGE STRUCTURE (GENERAL)
5301 AERIAL TOW EQUIPMENT
5302 ROTORCRAFT TAIL BOOM
5310 FUSELAGE MAIN STRUCTURE
5311 FUSELAGE MAIN FRAME
5312 FUSELAGE MAIN BULKHEAD
5313 FUSELAGE MAIN LONGERON/STRINGER
5314 FUSELAGE MAIN KEEL
5315 FUSELAGE MAIN FLOOR BEAM
5320 FUSELAGE MISCELLANEOUS STRUCTURE
5321 FUSELAGE FLOOR PANEL
5322 FUSELAGE INTERNAL MOUNT STRUCTURE
5323 FUSELAGE INTERNAL STAIRS
5324 FUSELAGE FIXED PARTITIONS
5330 FUSELAGE MAIN PLATE/SKIN
5340 FUSELAGE MAIN ATTACH FITTINGS
5341 WING ATTACH FITTINGS (ON FUSELAGE)
5342 STABILIZER ATTACH FITTINGS
5343 LANDING GEAR ATTACH FITTINGS
5344 FUSELAGE DOOR HINGES
5345 FUSELAGE EQUIPMENT ATTACH FITTINGS
5346 POWERPLANT ATTACH FITTINGS
5347 SEAT/CARGO ATTACH FITTINGS
5350 FUSELAGE AERODYNAMIC FAIRINGS

54 NACELLES/PYLONS

5400 NACELLE/PYLON STRUCTURE
5410 MAIN FRAME (ON NACELLE/PYLON)
5411 FRAME/SPAR/RIB(NACELLE/PYLON)
5412 BULKHEAD/FIREWALL (NAC/PYLON)
5413 LONGERON/STRINGER (NAC/PYLON)
5414 PLATE SKIN (NAC/PYLONS)
5415 ATTACH FITTINGS (NAC/PYLON)

55 STABILIZERS

5500 EMPENNAGE STRUCTURE
5510 HORIZONTAL STABILIZER STRUCTURE
5511 HORIZONTAL STABILIZER SPAR/RIB
5512 HORIZONTAL STABILIZER PLATE/SKIN
5513 HORIZONTAL STABILIZER TAB STRUCTURE
5520 ELEVATOR STRUCTURE

55 STABILIZERS CONT'D

5521 ELEVATOR SPAR/RIB STRUCTURE
5522 ELEVATOR PLATES/SKIN STRUCTURE
5523 ELEVATOR TAB STRUCTURE
5530 VERTICAL STABILIZER STRUCTURE
5531 VERTICAL STABILIZER SPAR/RIB STRUCTURE
5532 VERTICAL STABILIZER PLATES/SKIN
5533 VENTRAL STRUCTURE (ON VERT. STAB)
5540 RUDDER STRUCTURE
5541 RUDDER SPAR/RIB STRUCTURE
5542 RUDDER PLATE/SKIN STRUCTURE
5543 RUDDER TAB STRUCTURE
5550 EMPENNAGE FLT. CONT. ATTACH FITTING
5551 HORIZONTAL STABILIZER ATTACH FITTING
5552 ELEVATOR/TAB ATTACH FITTINGS
5553 VERT. STAB. ATTACH FITTINGS
5554 RUDDER/TAB ATTACH FITTINGS

56 WINDOWS

5600 WINDOW/WINDSHIELD SYSTEM
5610 FLIGHT COMPARTMENT WINDOWS
5620 PASSENGER COMPARTMENT WINDOWS
5630 DOOR WINDOWS
5640 INSPECTION WINDOWS

57 WINGS

5700 WING STRUCTURE
5710 WING MAIN FRAME STRUCTURE
5711 WING SPAR STRUCTURE
5712 WING RIB STRUCTURE
5713 WING LONGERON/STRINGER
5714 WING CENTER BOX
5720 WING MISCELLANEOUS STRUCTURE
5730 WING PLATES/SKINS
5740 WING ATTACH FITTINGS
5741 WING, FUSELAGE ATTACH FITTINGS
5742 WING, NAC/PYLON ATTACH FITTINGS
5743 WING, LANDING GEAR ATTACH FITTINGS
5744 CONTROL SURFACE ATTACH FITTINGS
5750 WING CONTROL SURFACE STRUCTURE
5751 AILERON STRUCTURE
5752 AILERON TAB STRUCTURE
5753 TE FLAP STRUCTURE
5754 LEADING EDGE DEVICE STRUCTURE
5755 SPOILER STRUCTURE

61 PROPELLERS/PROPULSORS

6100 PROPELLER SYSTEM
6110 PROPELLER ASSEMBLY
6111 PROPELLER BLADE SECTION
6112 PROPELLER DE-ICE BOOT SECTION
6113 PROPELLER SPINNER SECTION
6114 PROPELLER HUB SECTION
6120 PROPELLER CONTROL SYSTEM
6121 PROPELLER SYNCHRONIZER SECTION
6122 PROPELLER GOVERNOR
6123 PROPELLER FEATHERING/REVERSING
6130 PROPELLER BRAKING
6140 PROPELLER INDICATING SYSTEM

62 MAIN ROTOR

6200 MAIN ROTOR SYSTEM
6210 MAIN ROTOR BLADES
6220 MAIN ROTOR HEAD
6230 MAIN ROTOR MAST/SWASHPLATE
6240 MAIN ROTOR INDICATING SYSTEM

63 MAIN ROTOR DRIVE

6300 MAIN ROTOR DRIVE SYSTEM
6310 ENGINE/TRANSMISSION COUPLING
6320 MAIN ROTOR GEARBOX
6321 MAIN ROTOR BRAKE
6322 ROTORCRAFT COOLING FAN SYSTEM
6330 MAIN ROTOR TRANSMISSION MOUNT
6340 ROTOR DRIVE INDICATING SYSTEM

64 TAIL ROTOR

6400 TAIL ROTOR SYSTEM
6410 TAIL ROTOR BLADE
6420 TAIL ROTOR HEAD
6440 TAIL ROTOR INDICATING SYSTEM

65 TAIL ROTOR DRIVE

6500 TAIL ROTOR DRIVE SYSTEM
6510 TAIL ROTOR DRIVE SHAFT
6520 TAIL ROTOR GEARBOX
6540 TAIL ROTOR DRIVE INDICATING SYSTEM

67 ROTORS FLIGHT CONTROL

6700 ROTORCRAFT FLIGHT CONTROL
6710 MAIN ROTOR CONTROL
6711 TILT ROTOR FLIGHT CONTROL
6720 TAIL ROTOR CONTROL SYSTEM
6730 ROTORCRAFT SERVO SYSTEM

71 POWERPLANT

7100 POWERPLANT SYSTEM
7110 ENGINE COWLING SYSTEM
7111 COWL FLAP SYSTEM
7112 ENGINE AIR BAFFLE SECTION
7120 ENGINE MOUNT SECTION
7130 ENGINE FIRESEALS
7160 ENGINE AIR INTAKE SYSTEM
7170 ENGINE DRAINS

72 TURBINE/TURBOPROP ENGINE

7200 ENGINE (TURBINE/TURBOPROP)
7210 TURBINE ENGINE REDUCTION GEAR
7220 TURBINE ENGINE AIR INLET SECTION
7230 TURBINE ENGINE COMPRESSOR SECTION
7240 TURBINE ENGINE COMBUSTION SECTION
7250 TURBINE SECTION
7260 TURBINE ENGINE ACCESSORY DRIVE
7261 TURBINE ENGINE OIL SYSTEM
7270 TURBINE ENGINE BYPASS SECTION

73 ENGINE FUEL & CONTROL

7300 ENGINE FUEL & CONTROL
7310 ENGINE FUEL DISTRIBUTION
7311 ENGINE FUEL-OIL COOLER
7312 FUEL HEATER
7313 FUEL INJECTOR NOZZLE
7314 ENGINE FUEL PUMP
7320 FUEL CONTROLLING SYSTEM
7321 FUEL CONTROL/ELECTRONIC
7322 FUEL CONTROL/CARBURETOR
7323 TURBINE GOVERNOR
7324 FUEL DIVIDER
7330 ENGINE FUEL INDICATING SYSTEM
7331 FUEL FLOW INDICATING
7332 FUEL PRESSURE INDICATING
7333 FUEL FLOW SENSOR
7334 FUEL PRESSURE SENSOR

74 IGNITION

7400 IGNITION SYSTEM
7410 IGNITION POWER SUPPLY
7411 LOW TENSION COIL
7412 EXCITER
7413 INDUCTION VIBRATOR
7414 MAGNETO/DISTRIBUTOR
7420 IGNITION HARNESS (DISTRIBUTION)
7421 SPARK PLUG/IGNITER
7430 IGNITION SWITCHING

75 AIR

7500 ENGINE BLEED AIR SYSTEM
7510 ENGINE ANTI-ICING SYSTEM
7520 ENGINE COOLING SYSTEM
7530 COMPRESSOR BLEED CONTROL
7531 COMPRESSOR BLEED GOVERNOR
7532 COMPRESSOR BLEED VALVE
7540 BLEED AIR INDICATING SYSTEM

76 ENGINE CONTROLS

7600 ENGINE CONTROLS
7601 ENGINE SYNCHRONIZING
7602 MIXTURE CONTROL
7603 POWER LEVER
7620 ENGINE EMERGENCY SHUTDOWN SYSTEM

77 ENGINE INDICATING

7700 ENGINE INDICATING SYSTEM
7710 POWER INDICATING SYSTEM
7711 ENGINE PRESSURE RATIO (EPR)
7712 ENGINE BMEP/TORQUE INDICATING
7713 MANIFOLD PRESSURE (MP) INDICATING
7714 ENGINE RPM INDICATING SYSTEM
7720 ENGINE TEMP. INDICATING SYSTEM
7721 CYLINDER HEAD TEMP (CHT) INDICATING
7722 ENG. EGT/TIT INDICATING SYSTEM
7730 ENGINE IGNITION ANALYZER SYSTEM
7731 ENGINE IGNITION ANALYZER
7732 ENGINE VIBRATION ANALYZER
7740 ENGINE INTEGRATED INSTRUMENT SYSTEM

78 ENGINE EXHAUST

7800 ENGINE EXHAUST SYSTEM
7810 ENGINE COLLECTOR/TAILOPIPE/NOZZLE
7820 ENGINE NOISE SUPPRESSOR
7830 THRUST REVERSER

79 ENGINE OIL

7900 ENGINE OIL SYSTEM (AIRFRAME)
7910 ENGINE OIL STORAGE (AIRFRAME)
7920 ENGINE OIL DISTRIBUTION (AIRFRAME)
7921 ENGINE OIL COOLER
7922 ENGINE OIL TEMP. REGULATOR
7923 OIL SHUTOFF VALVE
7930 ENGINE OIL INDICATING SYSTEM
7931 ENGINE OIL PRESSURE
7932 ENGINE OIL QUANTITY
7933 ENGINE OIL TEMPERATURE

80 STARTING

8000 ENGINE STARTING SYSTEM
8010 ENGINE CRANKING
8011 ENGINE STARTER
8012 ENGINE START VALVES/CONTROLS

81 TURBOCHARGING

8100 EXHAUST TURBINE SYSTEM (RECIP)
8110 POWER RECOVERY TURBINE (RECIP)
8120 EXHAUST TURBOCHARGER

82 WATER INJECTION

8200 WATER INJECTION SYSTEM

83 ACCESSORY GEARBOXES

8300 ACCESSORY GEARBOXES

85 RECIPROCATING ENGINE

8500 ENGINE (RECIPROCATING)
8510 RECIPROCATING ENGINE FRONT SECTION
8520 RECIPROCATING ENGINE POWER SECTION

8530 RECIPROCATING ENGINE CYLINDER SECTION
8540 RECIPROCATING ENGINE REAR SECTION
8550 RECIPROCATING ENGINE OIL SYSTEM

MECHANICS CREED

UPON MY HONOR I swear that I shall hold in sacred trust the rights and privileges conferred upon me as a certified mechanic. Knowing full well that the safety and lives of others are dependent upon my skill and judgment, I shall never knowingly subject others to risks which I would not be willing to assume for myself, or for those dear to me.

IN DISCHARGING this trust, I pledge myself never to undertake work or approve work which I feel to be beyond the limits of my knowledge; nor shall I allow any non-certificated superior to persuade me to approve aircraft or equipment as airworthy against my better judgment; nor shall I permit my judgment to be influenced by money or other personal gain; nor shall I pass as airworthy aircraft or equipment about which I am in doubt, either as a result of direct inspection or uncertainty regarding the ability of others who have worked on it to accomplish their work satisfactorily.

I REALIZE the grave responsibility which is mine as a certified airman, to exercise my judgment on the airworthiness of aircraft and equipment. I, therefore, pledge unyielding adherence to these precepts for the advancement of aviation and for the dignity of my vocation.